

NEW KIT FOR

'One for one' plan starts in 1992

OLD

KIT Upkeep Allowance in the Royal Navy is on the way out — but not just yet. The allowance will be replaced by a "one for one" free uniform exchange system from April 1 1992.

Detailed procedures have yet to be finalised, but in broad terms it means that, instead of paying for a replacement when a garment is no longer serviceable, it can be exchanged free of charge.

Rules will cover any cases of neglect, and for some garments — for example raincoats — there will be a stipulated period during which free exchange is not normally allowed. But the plan is to ensure the minimum of red tape and a "user friendly" system.

The decision follows a study after feedback from various sources (including the Second

Sea Lord's Personnel Liaison Team and letters in Navy News) showed many people felt

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WRENS AT SEA - NOW ON COURSE

SOME of the first Wren volunteers for sea are expected to join professional courses this month to prepare them for sea service later in the year.

Following the call in mid-March for volunteers in a number of categories, courses lasting about three-four months are due to start at HMS Dryad for Operations Room ratings and at HMS Mercury for Communicators.

Later they will complete basic sea survival and NBCD/fire-fighting courses, as will Wren volunteers from the Supply and Secretariat and other branches.

Although the programme may change, the first ship due to receive Wrens is HMS Fearless at about the end of August, with HMS Invincible to follow two months later and HMS Ark Royal a month after that.

Assuming there are some 350 volunteers in the categories involved, which include several smaller branches, the end of the year should also see Wrens in several frigates.

● Meanwhile, after a walk through Westminster by a group of wives from Portsmouth and Plymouth, five of them handed in a "Wrens at sea" protest petition, containing several hundred names, to 10 Downing Street.

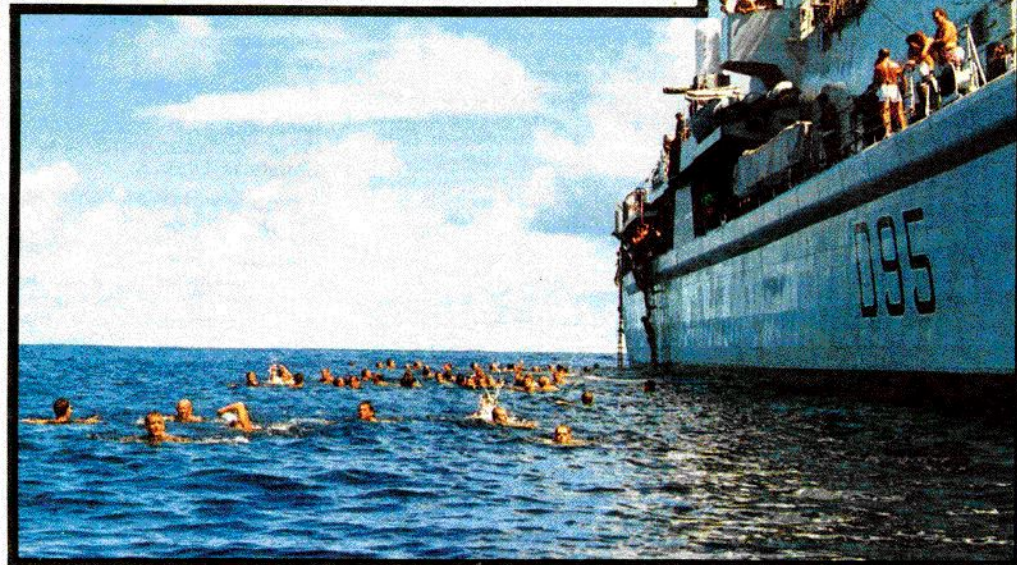
See also "Mixed ships debate still in flow" — page 16.

Manchester jumps to it

Some of HMS Manchester's crew abandoned ship to swim across the Equator as the Type 42 destroyer made her way home after six months in the Persian Gulf and Indian Ocean.

She arrived in Portsmouth last month at the end of a 33,000 mile voyage of patrols and exercises which also took in some of the world's most exotic tourist resorts — including the Maldivé archipelago where she carried out an aerial survey that might offer vital clues to the beautiful coral islands' survival (see Page 8).

During a two-day stop-over, three of them opened their doors to the ship's company — offering a choice of windsurfing, snorkelling — or just relaxing on the pure white sand of the palm-fringed beaches.



Little things that will mean a lot...

A SERIES of small but significant improvements affecting service conditions are in the pipeline, with agreement for their funding starting this month.

The diverse range of measures includes a system to speed up payment of travel expense claims, radio pagers for ships, hire cars to ease some transport problems, extension of the "anti-drudgery" contracts, and a number of sporting improvements.

A banking system, known as Minibacs (Bankers' Automated Clearance System) is to be installed in 18 major shore establishments to reduce workload

on writer staff and also speed up processing and payment of travel and expense claims.

It will allow travel expenses to be credited into personal bank accounts within three

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RETENTION
Second Sea Lord talks — Page 15



Talented newcomer

HMS Talent, seen at Devonport shortly before successfully completing her sea trials and returning to Barrow-in-Furness, commissions on May 12.

The Princess Royal, who launched the nuclear powered Fleet submarine in 1988 will attend the ceremony at Buccleuch Dockside.

SOCCER STARS ON TARGET

FOOTBALL is taken very seriously north of the border so when HMS Graham, Clyde Division RNR, embarked on their 1990 charity programme they decided to pit their soccer talents against a team of ex-professionals.

The Scottish Oldestars XI boasted 200 international caps between them with such legendary footballers as Derek Johnstone, Chick Young and Bobby Lennox turning up at Benburb Juniors Football Club, Tinto Park, in Govan, for the kick-off.

Fight

HMS Graham's team, on the other hand, did not care to announce their 11 caps — all of which were one-size and of standard Navy issue!

Despite appalling weather conditions HMS Graham put up a brave fight, going down only 11—0, and a total of £271 was raised on the day.

Other fund-raising events have been organised and eventually the money will be divided between Spina Bifida, RNLI, Urrdale Children's Home and Erskine Hospital.



Erskine's 'buggies' are back on track

WHEN ex-CPO Jim Moan experienced some trouble getting his invalid carriage back on the road he called on an old friend to lend a helping hand.

CPO Trevor McGrath has been friends with him for many years and regularly visits Jim, who suffers from MS, at Erskine Hospital for Disabled Servicemen at Glasgow.

During one visit Trevor was asked to look at the broken carriages and as the hospital was unable to pay for any repairs Trevor, with the help of his colleagues from the Naval Technical Department at the Clyde Submarine Base, decided to repair the "buggies".

All the work was done in their own time and with their own funds and now the carriages are back on the road Jim and his fellow patients are "mobile" once again.

Top of the Rock

DURING her period alongside in Gibraltar the ship's company of the Type 22 frigate HMS Campbelltown succeeded in raising over £2,000 in a "Top of the Rock" race.

Pulling a 2 ton field gun and limber the 40-strong team (with 30 men pulling at any one time) were sent on their way from Coaling Island jetty by Mrs Priscilla Sacramento, headteacher at St Martin's special school.

Two hours had been allowed for the race but with some careful manoeuvring and under the watchful eye of coach LWEM(O) Dave Welsh they reached

the top in 44 minutes.

The team later completed a victory march through Main Street where a further £500 was collected from local people who turned up to congratulate them.

The money was divided between St. Martin's Special School and the ship's official charity, the Trafalgar Day Orphan's Fund.

Nottingham's band of merry men

WHILE on a seven month Armilla and Far East deployment the Type 42 destroyer HMS Nottingham raised £1,600 for the New Appeals Organisation, a central fund-raising scheme based in the city of Nottingham.

The money was used to buy a Kurtzwell Personal Reader, a machine which transfers written script into synthetic speech, helping the blind and partially sighted in their efforts to lead a normal life.

A series of special events was held to raise funds including "camel racing," a Goose Fair and a relay race.

The ship's company also played host to Mr and Mrs John Stalker, from Nottingham, who donated £500 to charity through their local BBC radio station for the chance of a VIP day out on board ship.

During their visit they were treated to a tour of the destroyer and after lunch with the captain they were accompanied to HMS Victory and the Mary Rose by Lieut. Dick Morris.

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Members of Gosport's Display club for the disabled bene-

fited from a £1,000 donation made on behalf of the Warrant Officers and Chief Petty Officers Mess at HMS Daedalus.

The money will enable the club to expand its activities by taking members on outings to the New Forest during summer and will also go towards funds already raised to allow the club to meet in larger premises more suitable to their needs.

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HMS Upton, of the Fishery Protection Squadron, has donated £150 to the Worcester and District Scanner Appeal.

The scanner will be sited at the Worcester General Hospital and will benefit the local community which incorporates the minesweeper's affiliated town of Upton-upon-Severn.

Money for the scanner was raised over 18 months with donations from tombolas, raffles, beard-growing contests and sweepstakes of sporting events ranging from the Grand

Helping Hands

National to the Tyson v Bruno fight.

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Help for the Special Care Baby Unit at Treliske came in on a wing when a helicopter from 706 Squadron at RN air station Cudrose dropped by to hand over a cheque for £1,000 raised at the Wardroom's Christmas Draw.

And the welfare of small babies was also on the mind of PO Tony Hill, of the Clyde Submarine Base, when he presented a cheque for £280 to Mrs Hazel Brooke, co-ordinator of the Scottish Cot Death Trust at Yorkhill Children's Hospital, Glasgow.

Tony and his wife Dyan decided to help the Trust when they lost their baby son last year and assisted by friends, colleagues and local people from Helensburgh they raised a total of £555.

The aim of the trust is to buy and maintain breathing monitors and to fund further re-

search into the cause of cot deaths.

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The RNBT Pembroke House Residents' Amenities Fund received a welcome £2,500 boost as a result of the Christmas Band Concert organised by the Southampton Trafalgar Association in the city's Guildhall.

The concert was given by the band of the Commander-in-Chief Naval Home Command and was sponsored by P&O European Ferries, Portsmouth.

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Children of the Cudrose Judo Club presented a cheque for £205 to Mr Chris Letherbridge, area representative of

C.L.I.C. — Cancer and Leukemia Research in Children — after an evening of sponsored exercise.

The 24 members, whose ages range from 7-14 were put through their paces by instructor Robin Bray, an MOD employee who has voluntarily given up his time to keep the club going for the past 13 years.

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There was no shortage of volunteers to dress up and take part in HMS Mercury's Fun Run to boost funds for King George's Fund for Sailors.

Both staff and trainees took part in the event and over £450 was raised on the afternoon.

Marines' relief fund cashes in thanks to shoppers

MONEY is still pouring in for the Royal Marines School of Music Relief Fund and helpers at the "thrift shop" at the RM Barracks, Eastney, were determined to do their bit.

Profits

They decided to give up the whole day's profits as well as other donations made by visitors to the shop and at the end of the day they gave £73 to the fund.

A raffle held during the Christmas Band Concert organised by the Southampton Trafalgar Association at the city's Guildhall raised £500 which was also donated to the fund.

MARATHON MEN

THREE ratings from HMS Sultan, the Royal Navy Marine Engineering School at Gosport, are on their marks for the London Marathon later this month.

LMEM Carl Robson, CPO Terry Hallett and LMEM Andrew O'Sullivan, all members of Sultan's cross country team, hope to raise enough money to buy a guide dog for the blind.

LMEM Carl Robson also has his sights on another gruelling event in the summer — he's taken part in many triathlons and biathlons and hopes to take part in the Iron Man triathlon in Swindon in July.

Capt. Robin Bradley, captain of HMS Sultan, set the ball rolling when he officially opened sponsorship for the team at the start on one of their training sessions and anyone who wishes to sponsor the trio can

telephone CPO Hallett on Portsmouth 822351 ext 2618.

Another group of runners who are taking to the roads are members of the staff of the Second Submarine Squadron in Devonport.

POWTR Darren Grosvenor and CRS(SM) Steve Bolton, who have places in the London Marathon, and WO(RS)(SM) David Whitney and RO1(SM) Stewart Cox who are taking part in the Plymouth Marathon, are aiming to raise money for charities in the areas where the four Submarine Squadrons are based — Helensburgh, Portsmouth and Devonport.

For further information about sponsorship contact POWTR Grosvenor, c/o X Registry, Second Submarine Squadron, HMS Defiance, Devonport.



Short term reliefs fill the gaps

"Palliatees" provide a partial solution

Now that the 80's are behind us, we are looking forward to a new drafting decade in the submarine world. So what is new? Well, some things do not change — and shortage of manpower is one of them.

However, we have devised a new way to count, and account for, men. It doesn't give us any more, but it will tell us who has to pay for them.

This may not seem important now, but very soon it will provide a useful tool in the introduction of the New Management Strategy and Responsibility Budgets.

As far as drafting is concerned, PJT training, career training, and the margin for leave, sickness and welfare are being much more closely monitored and draft orders amended to give us an accurate picture of not only where men are but what they are doing.

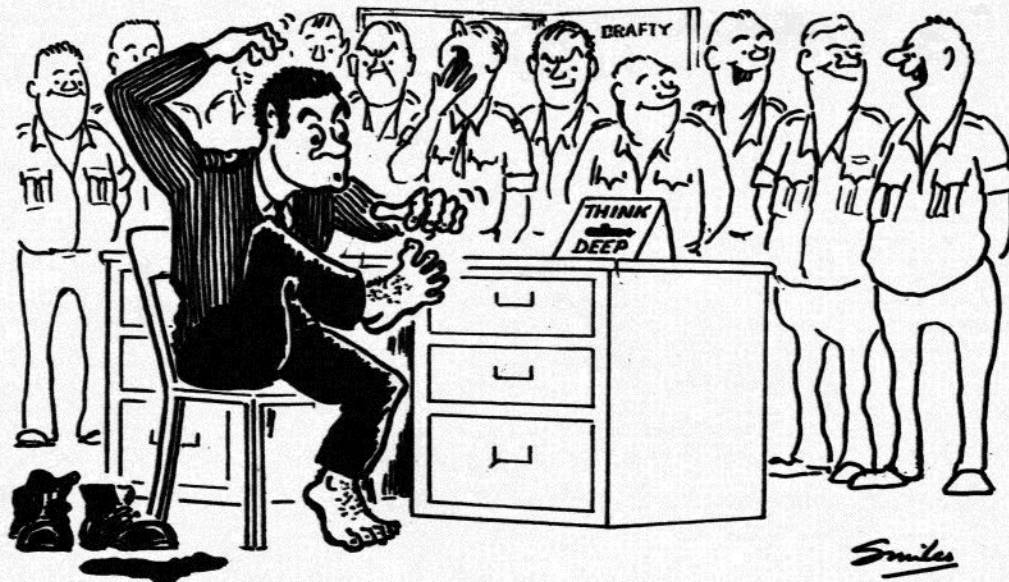
One example will be seen for men on courses, who, because of the increased security requirements, have had their time ashore lengthened. Depending on the circumstances, their draft order may now split the draft into two or three PQ numbers to reflect more accurately how they are being employed.

Following on from this, a new word has appeared on Draft Orders — "Palliatees". This has been derived from the word palliative, meaning temporary or partial relief, so a Palliatee is a rating who while not able by reason of sickness, welfare etc. to fill a billet fully in the normal drafting sense, is able partly to fill an otherwise



Drafty

... on submarines



"He's devised a new way of counting — up to twenty, anyway."

gapped billet.

We work on the premise that a Junior Rate must be in post for a month, a Senior Rate three months and, during this time, they should be 80% plus effective.

The fact that a palliatee is filling a gapped post does not preclude a fully fit person being drafted to it in the normal course when one becomes available.

No return for propulsion operators

Nuclear Propulsion Operators Course training in Sultan is undergoing another change. Actually, the course is the same, but the prerequisites have changed — it is not now necessary to give three years' return of service before starting.

Ratings who do not elect to give this three year return of service will not receive the nuclear pay supplement when they qualify as a category B watchkeeper.

However, if they do decide to change their minds at a later date they will be entitled to it from the date of signing. Full details may be found in STM 18/89.

By the way, some ratings still think that by becoming category C, B and A2 watchkeepers, they will dip out on shore time between qualifying for each category. Not entirely true — most people will continue to get all the shore time they are due, although it may be necessary on some rare and carefully considered occasions to reduce the shore time for a few ratings in shortage categories.

Once we have enough qualified watchkeepers, however, the situation will rapidly recover with the prospect of increased shore time for everyone. It's called "more jam tomorrow"!

Out to lunch . . .

Some news does not change. It appears in Drafty's corner in many guises, but nevertheless it bears repeating because it forms the basis of the 100 most popular questions posed to the drafting desks by customers.

- IPRE means first preference area — not first preference job.
- Yes, we do need more volunteers for PERI MEA & PERI WEA.
- No, there are no foreign SM drafts, except for a few OPS branch, four Comms branch various, two M.E and one Ops Canadian exchange and one Coxn Exchange in Australia.
- If you do not update your draft preference card, we do not know what you want. If the AVDATE is not on it, we do not know when you want it. Remember requests submitted by C240 remain valid for only two years.
- Please remember Drafty does eat at lunchtime. Don't ring him unless it is really urgent . . .

The Submarine Drafting Team

Even Drafty is not draft proof, and the D4 team is on the move. Commander Guy Sitwell has arrived fresh from MOD Main Building to relieve Commander Mike Winter who has gone to the Falklands for six months (has the drafting really been that bad?); POWTR Hartley has gone to Haslar (not as a patient!); LWTR Smith has gone to FOF3 at Portland; and LWTR Pizzey has gone to RAF WHITTON.

Submarine Drafting Commander, Warrant Officers' Appointer: Cdr Guy Sitwell (ext 2510).

Non-tech Drafting Officer: Lieut. Cdr Chris Charter (ext 2043).

Tech. Drafting Officer: Lieut. Cdr Tim Casey (ext 2042).

Office Manager — Coxswain Drafting: CRS(SM) Steve Wilkins (ext 2516).

Comms, S & S, Med: POWtr Ian Joyce (ext 2041).

WE Senior Rates: POWtr Riz Hopper (ext 2519).

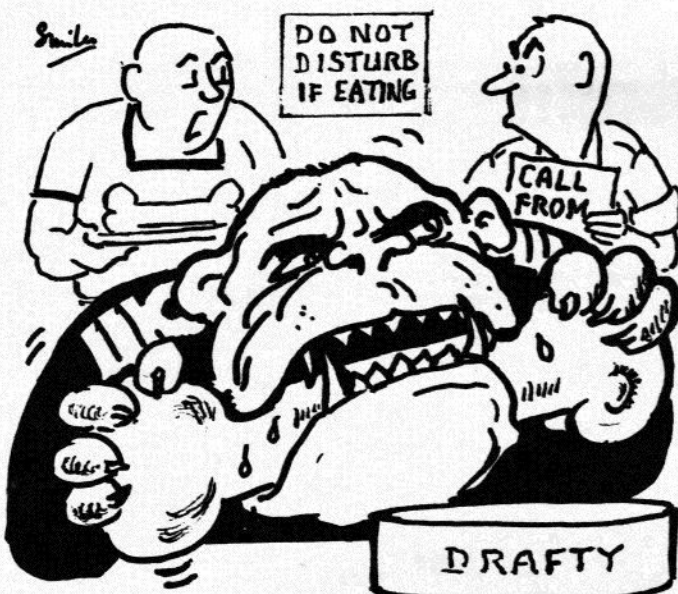
ME Senior Rates: POWtr Wendy James (ext 2518).

Sonar and TS: POWtr Kev Lyall (ext 2517).

WE Junior Rates: LWtr Sue Rodwell (ext 2519).

ME Junior Rates: LWtr Pete Viney (ext 2518).

Correspondence Desk: WrenWtr Kate Somerton-Rees.



"I'd leave it till after lunch if I was you, mate."

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A STEALTHY INTEREST IN NORFOLK

FIRST of the Type 23 Duke class frigates, HMS Norfolk is the most advanced anti-submarine warship in the world.

Constructed to an entirely new design by Yarrow Shipbuilders in collaboration with the Ministry of Defence, she embodies the latest technology in anti-submarine, surface and anti-air warfare.

Lessons learnt during the Falklands War are reflected in her design, including extensive fire zoning and the use of low fire hazard cables.

The Norfolk's elegant appearance is born of the elimination of all exterior vertical surfaces which could bounce radar signals straight back to their source.

Instead, her flared hull deflects signals downwards towards the sea and the superstructure's "tumblehome" sends them skywards. The Norfolk also achieves major reduc-

tions in noise, magnetic and infra-red signatures, leading her to be dubbed the 'stealth frigate'.

Noise reduction features play a major role in obtaining optimum performance from the Norfolk's hull mounted sonars and towed array in her primary job of submarine detection.

Armament

The new Magazine Torpedo Launch System (MTLS) equips her with a rapid and effective anti-submarine system, utilising the Navy's latest Stingray torpedoes. Surface armament consists of Harpoon missiles and the 4.5 Mk 8 gun.

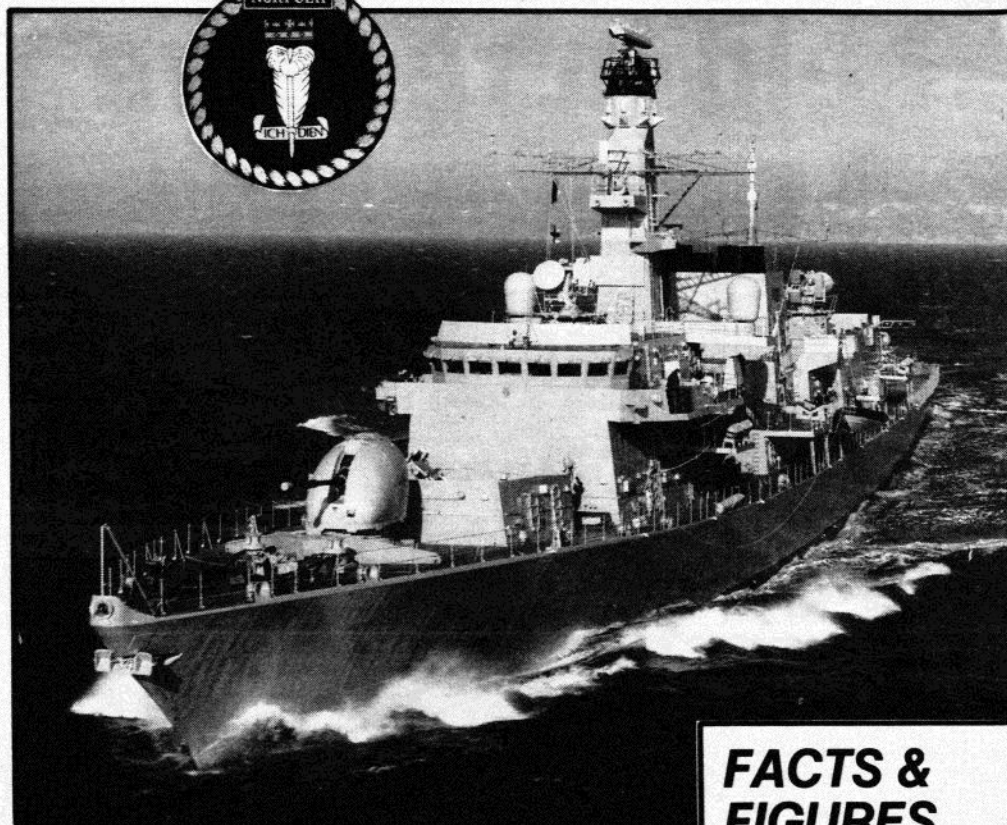
The air and missile threat to the frigate is countered with a new electronic warfare system, decoys and the new, vertically launched Seawolf anti-missile system. Small calibre guns have since been added. The Class will initially operate one Lynx, although the facilities are designed for the EH101 once in service.

The Ship will be fitted with the command and control system being developed by a consortium of Dowty, Sema and Racal, based on parallel processing, dispersed processing and modular software. This will be the most advanced system of its kind in the world, and will be connected to the newly introduced Combat System Highway.

This data highway enables the Command System to communicate with and control the sensor and weapon systems, and allows any system to pass information to any other independently of the Command System.

Propulsion is provided by a combination of diesel electric and gas turbine engines (CODLAG), unique in surface warships. The Norfolk can achieve a maximum speed in excess of 28 knots.

Extensive automation on-board Norfolk, which is fully air conditioned, has reduced the size of the ship's company. An all-of-one-company approach is operated within the ship, with traditional lines of demarcation between depart-



Above: Type 23 frigate HMS Norfolk bears the motto *Serviens servo* — Serving, I preserve.

ments much reduced in many cases.

There is no dedicated communal party, but all departments contribute junior ratings on a daily duty watch basis to fulfil basic cleaning and husbandry functions, including ventilation maintenance, rounds and dining hall duties.

The Norfolk is supported by contract cleaning and husbandry, which allows this leanly manned ship to concentrate more fully on professional tasks.

Now accepted, HMS Norfolk is undergoing an extensive range of first of class platform, propulsion and weapon trials. She is based at Devonport and will eventually be joined by other frigates of the class.

Nine more Type 23s are currently on order — four at Swan Hunter Shipbuilders on the Tyne, (Marlborough, Richmond, Northumberland and Westminster) and five at Yarrow on the Clyde (Argyll, Lancaster, Iron Duke, Monmouth and Montrose).

FACTS & FIGURES

Length: 133m. Breadth on waterline: 15m. Depth to No. 1 deck: 8.9m. Main machinery: 2 x Rolls-Royce SM1 A gas turbines (Spey); 2 x GEC Electric propulsion motors; 4 x Paxman Valenta diesel generators; 2 x FP low noise propellers. Accommodation: 17 officers, 57 senior ratings, 111 junior ratings. Weapons: 1 x main gun (Vickers 4.5 in. Mk VIII), 1 x surface-to-air Seawolf missile silo (BAe); 2 x quadruple surface-to-surface missile launchers (Harpoon); 2 x 30mm single gun mountings (LS30B); 4 x fixed torpedo tubes; 4 x Chaff/IR decoy launchers. Sensors: 1 x main surveillance radar (Plessey 996); 2 x Seawolf tracking radars (Marconi 805); 1 x active hull mounted sonar (Ferranti 2050); 1 x towed array sonar (Waverley 2031Z).

Ships befitting a king and a prince

WITH the Prince of Wales's crown on her badge, it was fitting that the previous HMS Norfolk, a county class guided missile destroyer, was Prince Charles's first seagoing appointment in the Royal Navy.

That Norfolk, the fifth, was launched in 1967 by the Duchess of Norfolk and served until 1982, when she was sold to the Chilean Navy and renamed Prat.

First RN ship to be fitted with Exocet, she completed her career as the Dartmouth Training Ship.

The fourth HMS Norfolk was a cruiser launched in 1928. At the outbreak of the Second World War she was serving in the Home Fleet and was later engaged on convoy escort duties as far afield as Iceland and Freetown.

It was the Norfolk and the Suffolk which first sighted the Bismarck in the Denmark Strait in May 1941.

Russian convoy escort duties followed for the Norfolk, together with a covering operation off the Azores for the US Casablanca forces.

In October 1943 she took part in covering a relief expedition for the Allied force in Spitsbergen and on Boxing Day that year she played a crucial role in the destruction of the Scharnhorst.

The Norfolk was damaged in the action and between January and November 1944 underwent refitting on the Tyne. (Right at the beginning of the War the Norfolk had been hit by a bomb at Scapa Flow and was repaired on the Clyde. That time she took five months to patch up).

Having returned to the Home Fleet, the next highlight of the Norfolk's career came in June 1945 when, escorted by the Devonshire and destroyers, she left Rosyth with King Haakon of Norway on his return home after the liberation of his

country. The King was landed at Oslo on June 7 and the British squadron remained there until the 12th.

The following month, the Norfolk left Plymouth for the East Indies, refitting at Malta on the way, and served as the flagship of the C. in C. East Indies Station until returning to England and the Reserve fleet in 1949. On February 14 1950 she sailed from Falmouth for the shipbreaker's yard at Newport.

Going right back, the first HMS Norfolk (1693-1749) was an 80-gun 3rd rate of 1,184 tons. She took part in the Battle of Velez Malaga against a Franco-Spanish fleet in 1704. Rebuilt at Plymouth in 1728, her tonnage was increased to 1,393. In 1741 she took part in Vernon's attack on Cartagena, returning to England with the squadron escorting trade from Jamaica.

She was in the centre division of the Fleet in Mathews' action off Toulon in 1744 and was finally broken up in Plymouth in 1749.

The second HMS Norfolk (1757-1774), a 74-gun 3rd rate, was involved in the attack on Martinique and in the capture of Basse Terre, Guadeloupe, in January 1759. She also played a part in the capture of Pondicherry in 1761 and Manila in 1762.

The third (1804-06) was a hired cutter, for which logs exist, but about which no further details are known.

At the surrender of Copenhagen in 1807 one of the many Danish ships taken by the British was the Kron Prinsen, which was briefly renamed Norfolk under an Admiralty

order. However, just two months later another Admiralty order had her revert to her original name and it appears she was never commissioned under the name Norfolk.

Battle honours: Velez Malaga 1704 Atlantic 1941 "Bismarck" 1941 Arctic 1941-43 North Africa 1942 North Cape 1943 Norway 1945.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

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Trawl for skills held in reserve

CONCERNING recent media reports on Service life and separation, resulting in manpower shortfalls, I have observed a steady increase of "crawl" signals for assistance from members of the Royal Naval Reserve.

As a reservist (and ex-RN) I welcome the interesting and varied roles now being put before us, including fishery protection and NATO duties. Many "contracts" cover periods of 90 days to a year or more. Although dubbed weekend sailors, many of us are able to commit ourselves to well above the basic requirements, often achieving weeks or months of service per annum.

Many reservists are ex-regulars with up-to-date knowledge and skills, who often join the RNR because they miss Service life, but have made the decision to seek domestic stability in preference to prolonged separation.

While I would never advocate moving towards a part-time navy, I feel that the RNR, while currently performing a vital peacetime support service in addition to preparing for its war role, is receiving a raw deal in certain areas. For while carrying out these duties, due in the main to a shortage of regular personnel, they do not accrue proportional paid leave or a percentage of X-factor payments on completion of short-term contracts.

I feel that if this anomaly were redressed, then a better response to trawl signals would result.

I recall that during the early 70s, due to a shortage of WRNS, locally-entered Wrens were employed Monday-Friday during office hours. Were these

the first "temps" in the RN? Temps are very much in demand in civvy street, more so now than ever, but even they earn holiday payments and other benefits.

Perhaps the AFPRB could

take note, and should this year's review fail to retain personnel full time as a result of current problems, they may at least be able to recover some of their initial outlay by tempting some to consider donating their talents to the RNR rather than some High Street entrepreneur. — P. F. Symes. CPO(MW). HMS Eagle, Mersey Division, RNR.

PROMISES TO BE KEPT TO NAVY'S HIGH-FLYERS

COMPARED with many killicks, my time in the Navy has been fairly short, just over three years, but with my notice now in and a bit of sea time behind me may I make a few constructive suggestions.

In today's society, individualism and achievement are idolised, yet the Navy does not seem to cater for either. Why, for example, should a high-flying stoker be restrained from

moving ever onward in his career by "x" many years obligatory time service? Surely, if a man is good enough to do the job he should do it.

Men no longer have to join the Navy because there is no alternative. The Navy must make itself attractive to its potential employee and keep its promises. The idea of travelling the world is now not so unusual, as air fares become cheaper and more companies have positions abroad. You no longer have to join the Navy to see the world.

Ship cleanliness is probably one of the biggest gripes among sailors. While it is generally

recognised that ships need an acceptable standard of cleanliness, there are many dirty and demanding jobs that, in the days of contract cleaning, seem unnecessary. Highly trained men are spending their days scrubbing out instead of doing the job they joined to do. Who is the biggest loser in this situation, the man or the Navy?

The Navy must adapt to the times to maintain the sort of professionalism and quality of manpower it now has. It may be a "sweet and seemly thing to serve one's country," but positive and materialistic reward is now far sweeter. — LWTR. BFPO Ships.

Letters

Long wait for promotions

I FEEL that a contributory factor in notice-giving may be the backfiring of recruiting policy in the early 80s whereby, due to unemployment, the RN could pick and choose its potential recruits — those often more educationally qualified than the average school leaver.

For example, I joined the RN in 1982 with eight O levels which, I was assured, virtually guaranteed me entry before I sat down in the Careers office. After six years I was a petty officer — I was lucky, the right branch at the right time.

Contemporaries have not been so lucky. They have a brace of O levels, have passed for the higher rate, but have to wait years for advancement. In the meantime they are supposed to remain content while used as a "gash-hand" when the occasion arises.

These people are now leaving to pursue careers outside. I myself, once committed to a full career, am now having second thoughts.

Monetary rewards are not necessarily the answer and I have no miracle answer. But I do know that when senior rates, the Navy's middle-management and, as such, a vital link in the efficient running of the Service, consider leaving secure, reasonably well-paid jobs something is wrong. — POWTR. Somerset.

Minimum service of five years

SURELY it should be a minimum of five years before ratings give notice. By that time they will have decided whether they want to stay on or not, rather than leave in a fit of pique. And the taxpayer will have had some value for money spent on training.

Marry

In my time, I well remember chaps buying themselves out because their girl friends would not marry them — and no sooner had they handed over the money than she chucked him up anyway! I wonder how many now regret it. — L. Bailey. RFA Fort Austin.

'Better conditions in outside world'

AGAIN it appears that warning signs looming for the past two years have not been heeded. The 1990 pay awards are yet again just on the current inflation rates and this still does not help relieve pressures on retention.

Where is the retention factor for the experienced men, when it appears as if a carrot is being waved in front of the juniors who have not spent more than three years in the Navy? It is to them that this pay rise seems to be aimed.

Is it no wonder that experi-

enced leading hands and above are leaving in droves? Better conditions and pay outside are the major factors. Next year I will be leaving the Navy after nine years and it isn't because I dislike the Service, but I know I can find better pay and conditions outside.

It must be worth scrapping some equipment projects to give the Armed Forces a better pay deal. What is the worth in having the equipment when there is no one to use it? — A. C. Shieber, LTWR, 814 Squadron, BFPO Ships.

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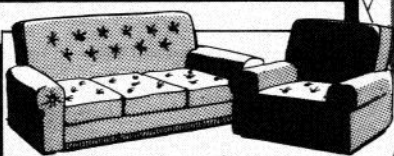


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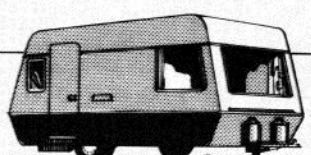
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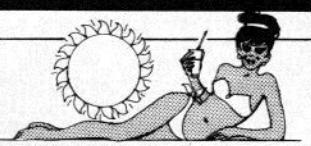
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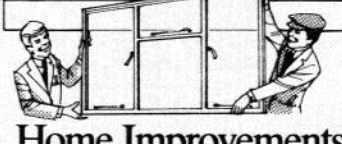
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JACK

BY TUGL

I know it's some time
since I last wrote
to you but



I was temporarily
blinded by our
Laser gun —



Splitting hairs over a stiff upper lip . . .

WHEN I joined the RN many years ago, civilian clothes were being allowed for junior ratings proceeding on shore leave, in preference to wearing uniform.

I remember many old salts saying "Where will it all end?"

Some years later, 1970 to be exact, I saw the Tot withdrawn, with accompanying statements of "No place for it in a modern navy."

The 70s saw the re-designing of the uniform, no doubt to many, a loss of the sailors' identity.

The latest way forward is for the WRNS to serve in warships, proving very controversial (not that I am against it myself).

Tradition

Now, considering we are living in an age of paying less value to traditions, is it not time for the reviewing and dispensing of yet one more. I refer to allowing RN personnel to grow moustaches.

I have yet to hear a logical or practical argument why this "growth" is not currently allowed — of course except for that famed reason tradition.

Is this excuse now a justified reason? Other Services wear them and look smart; why not the Senior Service? — R. Saunders. WO(OPS)(M). ARE (Portsmouth), Portsmouth.

Break-ins bring a call for patrols

I AM a Navy wife living on a large married quarters estate in Plymouth which has recently suffered a spate of burglaries. My main concern is, whose responsibility is it in ensuring we all sleep soundly in our beds?

This concern arises from the outcome of a separate incident, in which a neighbour had her car damaged while it was parked outside her quarter. On reporting it to the local police she was told that as it occurred on MOD property, it was out of their jurisdiction.

As we are all aware, naval patrols can be seen nightly patrolling the nightclub area, sometimes several cars at a time. Surely this is an area under the local police jurisdiction? Although I realise that every house cannot receive individual attention, would it not be possible to have these naval patrols around our MQ estates?

Deterrent

"Wait", I hear all home owners shout, "we don't have special patrols." But surely on estates such as this, where there are many families grouped together, with husbands away and houses empty, inevitably such patrols — although obviously unable to prevent every break-in — would surely prove the greater deterrent. — Navy wife. Plymouth.

Navy 'good shepherds' watch over wildlife

ONE of the more useful peacetime roles of the Navy is protection of the marine environment. This activity ranges from fishery protection to ensure enough stock remains to breed and begin again the cycle of life, to the locating and raising of drums of poisonous chemicals from the sea bed.

The delicate balance of nature needs a good shepherd, especially when profit motives can encourage the greedy or short-sighted to over-exploit resources.

In my opinion, one of the most beautiful orders of species in the waters is the cetaceans, which includes whales and dolphins. In terms of intelligence they frequently show, they cannot be rivalled. One hears tales such as that of the downed

pilot in shark-infested waters being protected by dolphins, who have the capacity to outwit sharks.

It is sad that man can be so barbarous to them whether by design or by accident. Delightful sights such as a school of porpoises escorting a submarine, are in danger of becoming a rarity, as is that of a whale flicking his tail as he descends back into the deep.

Green charity

I am sure many other sailors share my concern for these creatures. They may like to know that a "green" charity exists to assist the cause of these friendly fellows. Anybody wishing to join should contact: The Whale and Dolphin Conservation Society, 20 West Lea Road, Bath, BA1 3RL. — N. Hales, RO1(G), RNR, Oldfield Park, Bath.

Yorkshire pud for an ex-pat

BEING an ex-Stoker and an ex-pat, I enjoyed the honour and privilege of a visit by the survey ship HMS Hecla in Tema, Ghana.

What a wonderful bunch of lads. We had a few wets ashore together. Then on Sunday I was invited on board and one of the Stokers gave up his Sunday lunch so I could have roast beef and Yorkshire Pudding (a rare treat for us in Ghana).

The boys have not changed that much (thank the Lord). I would like to say thanks to those concerned. — P. Willesden. Tema, Ghana.

Engineer yourself a place in Europe

AS a result of my letter some two years ago about registration with the Engineering Council, many CPOs inquired about gaining registration and membership through the Institution of Plant Engineers.

Now is perhaps the time to update the situation for RN engineering personnel as 1992 is rapidly approaching. Those engineers who wish to practise in Europe will eventually find that registration may well be a must for them.

Engineers abroad enjoy a different status to their counterparts in the UK and as such are recognised in their own countries only if they are what is known as "registered" engineers. There is a governing body for Europe whose title in short is FEANI, who are equating the different standards of the countries involved.

It is unlikely that this body will recognise anyone as an engineer unless he/she is in one of the recognised registration systems.

For the UK this is the Engineering Council, so it would be prudent for all engineers in the UK, as well as those in the Royal Navy and the other Services, to seriously consider registration as soon as possible and before the standards are raised.

Anyone interested in membership and registration should write to me at the Institution of Plant Engineers, 138 Buckingham Palace Road, London, SW1W 9SG. — P. Tye, Assistant Secretary.

All at Sea?

I'm not the type to grouse or gripe
Or take a snide sarcastic swipe
At homesick sea-dogs of today
Who wail of weeks they spend away
From dear old England, Home and Beauty —
On what now counts as foreign duty.
Nor do I envy pay and pension
Plus perks too plentiful to mention —
I'd be a tactless cad to list
The joys we ancient matlots missed . . .

So if Their Lordships now decree
It's time the Wrens were sent to sea
I haste to hail — without frivolity —
This tasteful bid to boost "equality" —
This larger helping of the cake
Which gives the girls a fairer shake.
Indeed, one needs all legislation
Which speeds efficient integration
(You'll never hear Jack singing "No, sir!"
At clever rules that bring Wrens closer).
No harm in getting girlish charm
To keep the storm-tossed dabtoe calm —
A woman's grip on whizzing wheel
Might keep the ship on even keel,
And when more queasy seas prevail
She'll ease Jack's burden — with a pail . . .
Despite some speculations dark
Which blight this "Wrens-on-Voyage" lark
And certain problems they'll provide
The troops will take them in their stride.
Though cads despise this cool invasion,
Our lads will rise to the occasion . . .

Bernard Campion
'Bard of Plymouth'

● A round-up from a selection of many letters received on Wrens at sea appears in page 16.



Letters

The lasting pain of PTSD

I WONDER if your readers are aware of what is known as PTSD? It stands for post traumatic stress disorder, and can rear its ugly head by affecting people who have been subject to situations such as the Falklands conflict or major collision at sea, or being closely involved in traumatic events like the Zeebrugge Ferry disaster or Lockerbie air disaster.

Those closest to the affected person — spouse or closest friend — may perceive the person to be different, with a behaviour pattern which may include aggressiveness (accompanied by frequent headaches), mood changes, loss of memory — or even fear of being in large department stores.

But, no matter what the event, the sufferers have some — if not most — of the symptoms in common. The trigger for PTSD can be guilt, anger or sense of loss, and the affected person may be unable to fully relate his "unique" experience with a partner or close friend — creating a rift which gets wider with time.

For eight years I have suffered. Without the support from my wife, the help of the staff at RN Hospital Haslar and fellow course members (some of whom are survivors from the Piper Alpha oil platform disaster), who knows how much longer the pain and torment would have lasted. — CPOMEA(M)

Very good listeners

I PRESUME the modern Communications Technicians, mentioned in February edition, were an offshoot of the wartime Telegraphist (Special) branch.

We too were trained to a degree of high efficiency, being able to read Morse at a speed of the American "Foxes" with a pencil.

We learned to recognise German, Italian and Japanese naval and aircraft transmissions, eavesdropping on all the frequencies and collating all kinds of information.

Our training also covered the use of HFDF and because of the German U-boats transmitting their sighting reports, fixes were often made upon them. — T. W. Bevan. Tel(S), 1939-45. Westonzoyleland, Bridgwater, Somerset.



Navy News

No. 429 35th year

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Danger in paradise for the coral islands

ANYONE can believe in global warming after a tour in the Gulf — but HMS Manchester has been taking a close look at how the Greenhouse Effect may affect one corner of the world.

The Maldivé archipelago off the SW tip of India is one of the most exclusive tourist resorts in the world — a tropical marine paradise of tiny, lush green islands built on a huge coral reef.

But each one is barely six feet above the ocean surface — and all are under threat of extinction with the prospect of a rise in the sea level.

No-one yet knows whether the growth of the coral will keep pace with the rising waters and so save this Commonwealth state from being literally washed away.

Meanwhile a foreign aid programme, backed by the British Overseas Development Administration and led by British scientists, is underway to help find the answer.

The Manchester's Lynx helicopter was able to help them out by photographing some of the lagoon reefs during an aerial reconnaissance of North and South Malé Atoll.



● HMS Manchester passes the island of Kurumba in the Maldivés' North Malé Atoll — a tropical paradise under threat from rising sea levels.

'OLD QUORNS' SEE A RIGHT ROYAL DRAMA

SURVIVORS of the World War II destroyer HMS Quorn, sunk in August 1944 off Normandy, were among a party of six 'Old Quorns' who joined the ship's modern successor for a day's sail from Portsmouth round to Portland.

Despite the recent storms the sea was only moderately 'lumpy' and the weather fine, so they were able to recover their sea legs in comfort.

The Hunt Class mine countermeasures vessel, commanded by Lieut.-Cdr. Nigel Williams, sailed in company with the other units of her squadron, HMS Berkeley, Middleton and Chiddingfold — and the ensuing Officer of the Watch manoeuvres gave the veterans a fine demonstra-

tion of her sea-keeping qualities.

In between serials they were able to explore the new ship, first commissioned last year, comparing the latest technology with the ship they had known nearly 50 years ago.

Some tried to brush up on the techniques of coastal navigation while others seized the chance to steer the ship and the day ended with a mock-ceremonial entry into Portland, where the CO's brother, Cdr. Tim Williams, Staff Operations Officer to the Flag Officer Sea Training, was among those welcomed aboard in the guise of a foreign royal retinue.

● HMS Quorn, pictured on arrival at Portland.



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Andromeda's capital visit

WHEN the Leander class frigate HMS Andromeda made a routine visit to the Pool of London she found herself "showered" with gifts and awards.

One of the highlights of the visit was the gift of 12 tickets to Andrew Lloyd-Webber's hit musical *Cats* from Sir Donald Gosling, of the Gosling Foundation.

Demand for the tickets was so high that they were raffled off to the ship's company, raising over £80 for Andromeda's charities in her affiliated town of Doncaster.

Maj.-Gen. Christopher Tylor, resident governor of the Tower of London, performed a medal presentation with a difference when he visited the ship, as it was the first time he had presented medals to serving members of the Royal Navy.

Two Long Service and Good Conduct Medals were awarded and one General Service Medal (Gulf).

Meanwhile, Andromeda received an award from the General Council of British Shipping.

Miss Joanna Udal presented commanding officer Capt. Malcolm Williams with a plaque in gratitude for Andromeda's part in the protection of British shipping in the Gulf during the Iran/Iraq war.

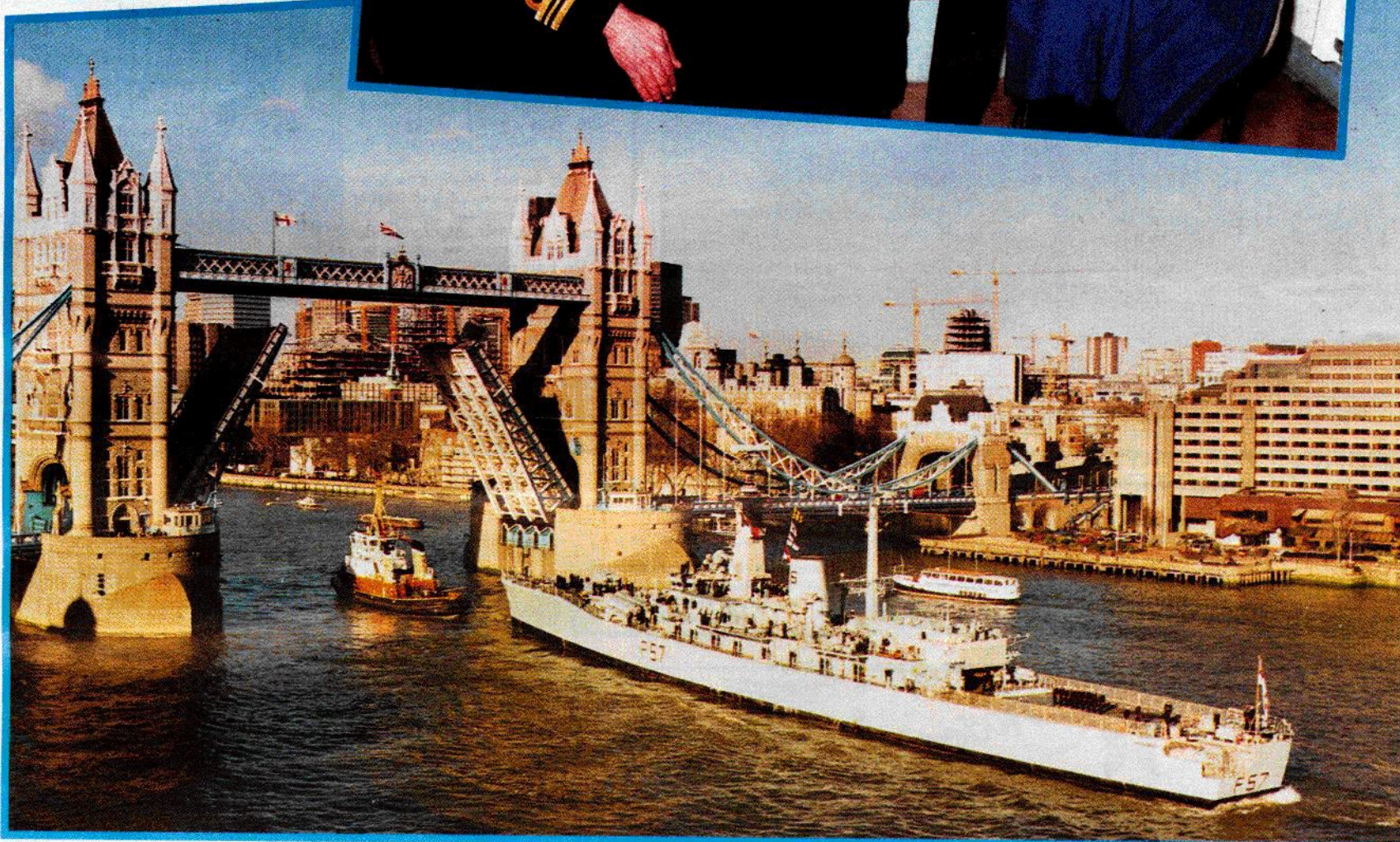
After her five-day stay during which the ship played host to several schools and local RNA members, Andromeda left the Pool of London to return to Sea Syllabus Training.

● Above right — Miss Joanna Udal, of the General Council of British Shipping, accompanied by Mrs. Marjon Scott, presents Capt. Malcolm Williams, HMS Andromeda's commanding officer, and members of the ship's company with a plaque in recognition of the ship's protection duties during the Iran/Iraq war.

● Right — HMS Andromeda eases her way through Tower Bridge for a five-day visit to the Port of London.

● Below — About to enjoy a box of Black Magic are, left to right, Joy Daffimone, Lieut.-Cdr. Tony Johnstone-Burt, Arabella Blood, Annelies Groeneboom, Charlotte Dean, Jane Davies and Second Officer Ann Stanley.

Pictures by PO(Phot) Stuart Antrobus



'Chocs' away as Lynx lands!

THAT old Black Magic had the Royal Naval School for Girls, at Haslemere, firmly in its spell when HMS Andromeda's Lynx flight dropped in on St. Valentine's Day.

Accompanied by Second Officer Ann Stanley they'd flown in to present the girls with a box of Black Magic and to tell them about the latest changes in opportunities for women in the Royal Navy in sea service — and possibly later as potential aircrew!

Further treats were in store when Lieut.-Cdr Tony Johnstone-Burt, Lieut. Peter Disney, POAEM(M) George Burlinson and AEM(M) Jason King took 20 of the girls up in Andromeda's Lynx before the weather closed in, grounding the aircraft.

As all the surrounding air stations were also closed the flight were forced to remain at the school overnight (much to their delight!) and headmistress, Dr Jill Clough, bursar, Capt. Jo Streatfield-James, and caterer (ex-Royal Yacht CPOSTD), Stewart Rhodes, all ensured Lieut.-Cdr. Johnstone-Burt and his men were locked in their rooms where they came to no harm.

The Royal Naval School for Girls was founded in 1840 and this year sees its 150th anniversary.

A thanksgiving service was held at Guildford Cathedral in March and later this month the school will be celebrating its birthday at the Neptune Ball at HMS Mercury.



Six controllers — all at sea!

AIR traffic controllers never go to sea? What nonsense! Half a dozen of them stepped ashore in Puerto Rico from HMS Invincible.

The carrier is normally appointed two ATCOs, whose job it is to keep aircraft a safe distance apart while operating at sea. They were joined by a third working as a fighter-controller and a fourth as a member of the air-operations team.

Then, for FLEETEX 90, Lieut.-Cdr. John Heath and Sub-Lieut. Phil Mitchell also

came on board to act as an independent air safety cell, co-ordinating "enemy" air raids against the Invincible's own air defences.

Pictured from left are Lieut. Bob Carter, Lieut.-Cdr. Pete Dawson, Sub Lieut. Phil Mitchell, Lieut. Steve Buckley, Lieut.-Cdr. John Heath and Lieut. Gerry Corbett.

FORMER CO OF VICTORY CELEBRATES CENTURY

A RETURN visit to HMS Victory, the ship he commanded half a century earlier, was the icing on the cake of Lieut.-Cdr. Douglas Williams' 100th birthday celebrations.

Dougie, as he is known to his friends, served in the Royal Navy for over 40 years. He was on board the Royal Sovereign at the Battle of Jutland in 1916 and while serving in the Pacific one of his tasks was to protect missionaries from cannibals.

His time in command of Nelson's flagship ended in 1937; like his illustrious predecessor he lost an eye in the service of his country.

Dougie also served on board HMS Warrior back in 1906 when she was an auxiliary vessel for the torpedo school at HMS Vernon.

Welcoming him back on board the Victory were First Lieutenant Frank Nowosielski and Rear-Admiral Jonathan Tod, Flag Officer Portsmouth. After the singing of Happy Birthday and toasts in rum, Dougie cut a birthday cake made and iced for him by Lieut. Nowosielski's mother.

Now living at a residential home near Portsmouth, Dougie was accompanied on his day out by his sister, Marie. See picture on page 36.

TV's GANDER AT DRAKE

REGULAR contributor to the religious programmes of Television South West, the Rev. Jake Watson is Royal Navy chaplain at HMS Drake.

Last month (March) he presented a series of five Night-call programmes, filmed on board HMS Broadsword and at various locations at Drake.

He had no trouble pointing out best camera angles for the film crew on board the Broadsword, having got to know the frigate inside out during the Falklands War.

Right: The Rev. Jake Watson returns to the Broadsword.



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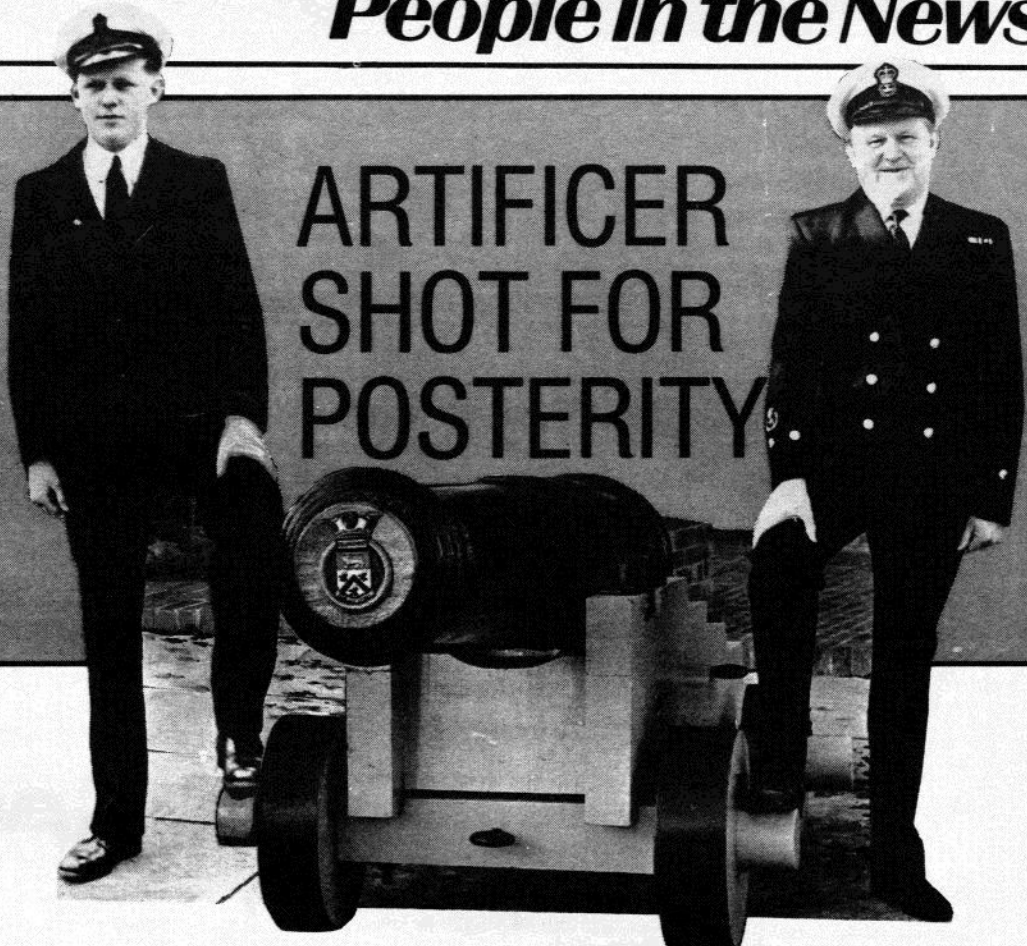
People in the News



SON of a gun! Charge Chief WEA John Owen has come face-to-face with himself after 42 years service in the Royal Navy.

Curly, as he is usually known, has served in HMS Collingwood for the past 20 years and members of the photographic section there were determined not to allow his retirement to go unmarked.

Using tricks of the trade they composed this unusual shot of Curly flanking a cannon at the establishment — on the left as he appeared on joining the Senior Service and on the right as he looks today.



ARTIFICER SHOT FOR POSTERITY

Pressing ahead in Preston

AS members of the Women's Royal Naval Service make strides in areas hitherto all-male preserves, the Royal Naval Reserve is proud that it has been recognising the abilities of



its female volunteers for some time...

First Officer Jane Kendall, for example, is commanding officer of Preston's RNR unit, HMS Palatine.

At the time of taking up the appointment she was the only member of the WRNR to hold such a command although others have done so before her.

WHEELS OF FORTUNE!

A FOUR-and-a-half month stint at sea on board HMS Invincible ended in style for two members of her 1,100-strong ship's company.

Former Lieut. Simon Creasy and LMEM Mark Brand found new cars waiting for them as the carrier berthed at Portsmouth dockside.

Simon and Mark were top prize winners in a grand draw held aboard the Invincible, and took possession of a Montego and Mini respectively.

CPOstd Bonell, who organised the draw, was amazed by the response. Over 16,000 tickets were sold.

During the deployment to the Atlantic the Invincible took part in two major NATO exercises, one of which was a dual exercise with the American fleet. Halfway through, Simon's 12-year commission ended and he flew back to Britain.

But he was delighted to return to the ship to collect his car keys, which were handed over by the commanding officer's wife, Mrs Stephanie Grettton.



Picture: LWren(Phot) Deanne Hepple.

High-flying Susie takes off again

SECOND Officer Susie McLaughlin's job as public relations officer for RN air station Culdrose really took off and regularly saw her flying as part of her day's work.

Now she has handed over her post — and flying suit — to Second Officer Debbie Hogg as she herself moves on to become senior personnel selection officer at HMS Raleigh.

Susie flew with most of the squadrons based at Culdrose, making video recordings of events for

news programmes and archives. Most recently she made frequent sorties with 771 Squadron, which had a record-breaking year for rescues in 1989, many of them quite spectacular.

To qualify for her assignment, high-flying Susie had to pass all the safety drills and even undergo the dreaded dunker! She is pictured above with the duty crew of 771 Squadron (from left) Lieut. Chris Wildish, Lieut. Simon Ewing, CPOACMN Grinney, LACMN Chris Hart and Lieut.-Cdr. Ian Domoney.

Maths figures on holiday...

WHEN LWREN(SA) Lynne Sawyer flew out east to visit her husband it wasn't all fun in the sun... she took the opportunity to sit a mathematics exam!

Lynne didn't just pass either. She achieved an A grade in the GCSE examination and her certificate has now been presented to her by Lieut.-Cdr. Martin Langford, HMS Nottingham's First Lieutenant.

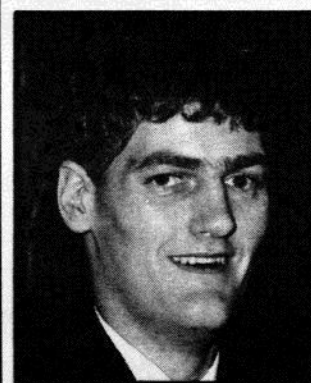
Malaysia

Lynne's husband Alan is a Leading Cook on board the Type 42 destroyer and she flew out to join him when the ship called into Penang, Malaysia, for a two-week self maintenance period.

The day after Lynne arrived she foresook sunbathing and sightseeing to sit the exam on board the Nottingham and the sacrifice paid dividends.



Getting her sums right, LWren(SA) Lynne Sawyer.



LMEA Steve Ashmore

HEAD OF THE VICE SQUAD?

LEADING Marine Engineering Apprentice Steve Ashmore, based at HMS Sultan, the Royal Navy's marine engineering school, has been named RN craftsman of the year.

He received his award — a silver medal, a certificate and a cheque for £100 — from the Worshipful Company of Turners at a ceremony in London.

LMEA Ashmore was top apprentice fitter and turner for his term, achieving an excellent 85% in the bench vice trade test. In June he will join HMS Danae.

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Weight problems can lead to discharge

One more rule to tip the scales

WATCH your weight lads — and girls. Obesity has been added to the list of circumstances under which Royal Navy and Royal Marine ratings and ranks may be "discharged shore" if they are judged unable to perform their full range of duties satisfactorily.

This action — meaning unsuitable for naval service — may be authorised by commanding officers of captain rank in the case of RN ratings (including QARNNS and WRNS) and by formation commanders in the case of RM ranks.

Guidance for executive and medical officers says that each case has to be assessed on its merits.

In the case of personnel referred, medical officers will establish whether there is possible medical cause for obesity, an associated condition or an aggravating disease. If so, the rating will be referred to a consultant physician for treatment and follow-up action.

Examination

If the rating is found to be fit apart from obesity, he or she will be given dietary and general fitness advice, and the medical officer will advise the commanding officer the length of time in which the individual might be expected to show a reasonable weight loss. The individual will then be formally warned.

The timescale, tailored to the individual, should not normally be less than three months, and during the warning period the divisional officer is to monitor progress and provide encouragement and advice.

At the end of the specified period there will be another examination by the MO. If it is considered the rating has taken reasonable steps to lose weight, he or she will be removed from warning for "discharge shore." But if the MO considers the

individual has not made a reasonable effort to lose weight, "discharge shore" action procedure follows.

DCI(RN) 28/90

RFA safety switch

LEGAL responsibility for the safety and seaworthiness of RFA vessels has now transferred from the Department of Transport to MOD.

This enables RFAs "to be developed materially and operated in a manner consistent with operational objectives without legal constraint under the Merchant Shipping Acts."

RFAs will continue to be British registered merchant ships.

A letter of understanding has been signed by the Department of Transport and MOD to establish the future relationships between the departments concerning the regulation of RFA vessels.

A later announcement will give the administrative arrangements and departmental responsibilities within MOD for managing the new situation.

DCI(Gen) 29/90

So is it a good buy?

SPARES price labelling in MOD contracts was introduced several years ago to enable users to help keep costs down by being aware of the price paid for equipment spares, and to

provide an opportunity to challenge prices which appear excessive.

Stocks of price-labelled spares are now building up in Service stores (although not all supplies are subject to SPL) and, says an announcement, it is important that the price information available should be seen by personnel so that equipment husbandry can be encouraged and anomalies investigated.

Procedures for challenging prices are outlined.

DCI(Gen) 17/90

Meeting faces

TRIAL of a secure video conference facility between MOD in London and Bath will allow "face to face" meetings without the need to travel. This is done by TV screens and cameras at each location.

As well as reducing travel and subsistence costs, other benefits envisaged are the means of rapidly resolving urgent situations by providing immediacy of contact between individuals and groups.

The facility will have a booking system, but there will also be slots for unplanned meetings on a "first come, first served" basis.

The trial will also involve a questionnaire which all users will be asked to complete.

DCI(Gen) 18/90

FONA — the full story

A SINGLE naval aviation authority, known as Flag Officer Naval Aviation (FONA), has been established at Yeovilton.

This post provides an autonomous authority for the command of naval aviation and subsumes the responsibilities of Flag Officer Naval Air Command and the Fleet aviation authority responsibilities of Flag Officer Flotilla Three.

The changed organisation, which was reported on the front page of the February edition of Navy News, follows a major study into the management of aviation in the RN.

Now an announcement details fully FONA's responsibilities and the new organisation.

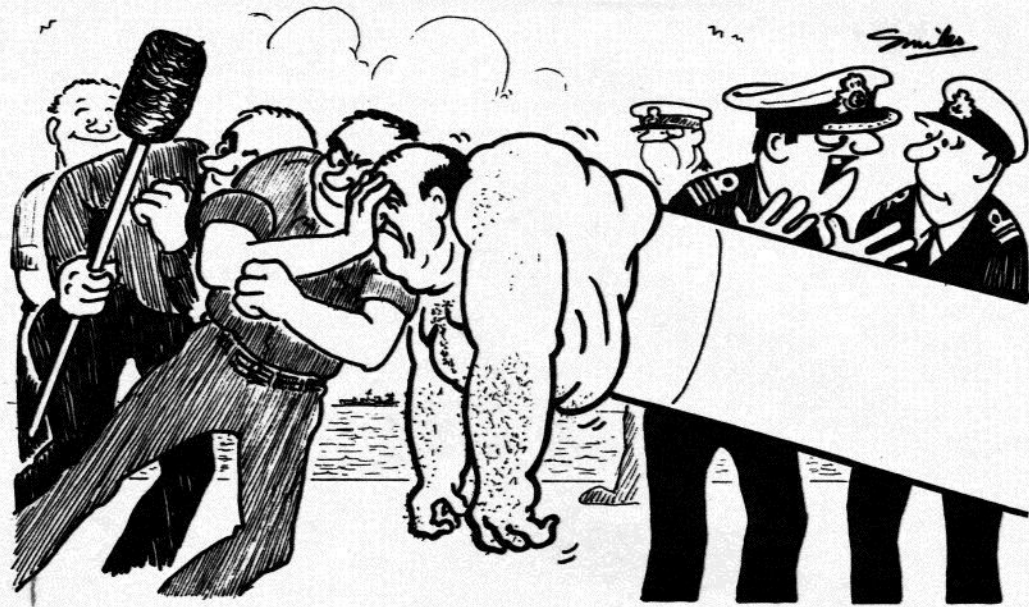
DCI(Gen) 8/90

Wind and limb race

THERE are plans to enter six Contessa 32s from the Joint Services Adventurous Sailing Training Centre for the Universal 500 race.

Each craft has six berths and it is planned that there will be three individual Service teams of 12, so as to combine an inter-Service challenge within the overall race.

Exercise Universal 500, an



Deaf society branches out

THIS month sees the launch of the Forces Branch of the National Deaf Children's Society whose aim will be to provide a focal point for Servicemen/women and MOD UK-based civilians and families with deaf children.

Information, advice, provision of non-NHS equipment will be available and, in the not too distant future, they also hope to be able to assist families financially.

Chairman of the branch is Keith Sparks who, with secretary Howard Shaw, started up the Lancaster, Morecambe and District Branch of the National Deaf Children's Society in April 1989.

Both Keith, a local health authority technician, and Howard, a member of the Non Regular Permanent Staff of 4 Kings Own Border in Lancaster, are parents of deaf children and in forming the Forces branch seek to assist families with the unique problems faced by those who have to cope with a deaf child when serving abroad.

Running in tandem with the Lancaster, Morecambe and

District Branch — and using the same management and administration — they will be a purely civilian organisation receiving no funding from MOD.

Money will be raised by voluntary donations and from fund-raising events and membership of £5 per family will be levied to cover the quarterly magazine and all newsletters and correspondence.

Applications to the branch should be sent to Sgt. Howard Shaw, 4 Kings Own Border, Phoenix Street, Lancaster, LA1 1DD.

Kids tune in

WHEN members of the Petty Officers' Mess on board the Type 42 destroyer HMS Edinburgh won a TV set in a ship's raffle they knew just what to do with it.

Several of the ship's company have children who attend Camdean Nursery School, Rosyth, and they'd heard that both teachers and parents were working hard to raise funds to buy a much-needed TV.

Mess president PO Steve Bradley and fellow mess members thought the nursery

school would benefit greatly from the TV set and so presented it to headteacher Mrs Elizabeth Adrain when they visited the nursery.

The donation means the nursery will now be able to spend money already collected on toys which they otherwise would not have been able to afford.

PO Bradley is pictured with Mrs Elizabeth Adrain and some of the naval wives and children at the school.



New frigate's first baptism

TODDLERS Wayne Tingle (3) and his sister Lauren (1), of Plymstock, clocked up an impressive "first" when they were christened on the bridge of the Navy's latest Type 22 frigate.

HMS Chatham, which arrived in Plymouth from Newcastle at the end of last year, provided the perfect backdrop for the ceremony which gave Wayne and Lauren the honour of being the first children to be baptised on board.

Their father, LReg Robert Tingle, has been serving in HMS Chatham since she joined

the Devonport fleet and his wife Linda was more than delighted at the venue for the christening.

Chaplain

Officiating at the ceremony was an American chaplain, the Rev Mark Brown, who is based at HMS Drake on a two-year exchange.

INVINCIBLE WELCOMED HOME



LOOKING delighted to see Dad back on dry land are Daryl and Christopher Heale who welcomed home Lck L. Heale when HMS Invincible returned to Portsmouth after a four-and-a-half month deployment to the western Atlantic and Caribbean.

Mrs Susan Heale and her two children were amongst hundreds of family members who met the aircraft carrier when she returned.

However, the stay at home was only a short one as she sailed to take part in an exercise with the Royal Marines off the coast of Norway.

Families visit Falklands battlefields

RELATIVES of British Forces killed during the Falklands Conflict of 1982 arrived for a nine-day visit to the battlefields.

On arrival at Mount Pleasant airport the party was greeted by the Governor of the Falklands, Mr William Fullerton, the Commander, British Forces, Maj.-Gen. Paul Stevenson and local representatives of the Falklands Families Association (FFA), Mr and Mrs Norman Clark and Maj. Tony Bleakley.

Headed by its chairman, Mr Des Keoghane, and vice chairman, Mrs Sara Jones, the party was taken on conducted tours of the battlefields and memorials throughout the islands.

There was also an Act of Remembrance in Stanley Cathedral and wreath-laying ceremonies at battlefield cairns and the Liberation Monument in Stanley.

Battlefields and memorials visited included Fitzroy, Goose

Green, San Carlos, Mount Longden and Mount Tumbledown and the party was also taken to Volunteer Point penguin site and Sea Lion Island.

The visit of the 57 members of the FFA was assisted by a £40,000 donation from British Aerospace as well as help from the MOD who provided land, sea and air transport and from the Falkland islanders themselves who provided accommodation.

THAT'S ENTERTAINMENT



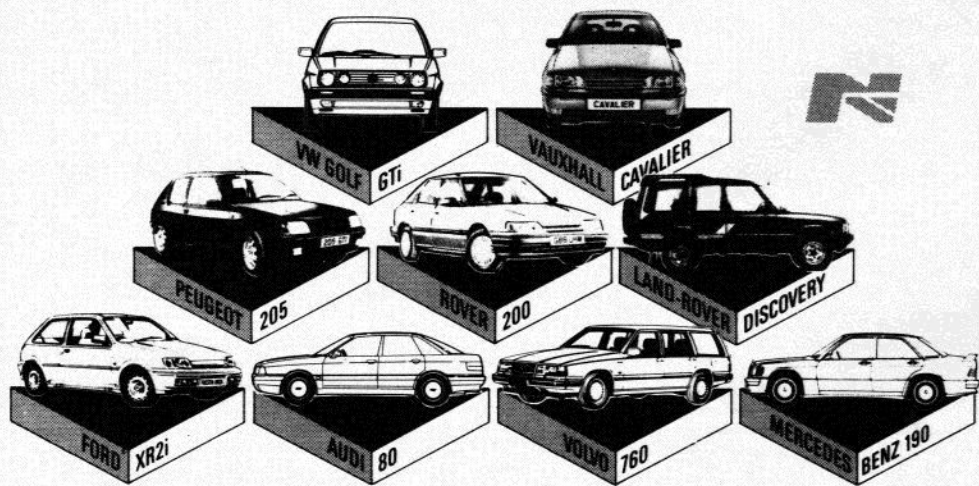
SATURDAY night at the movies is no longer a thing of the past down at RN air station Culdrose.

For the doors of the cinema ABC'Hawk have just re-opened and business is looking good.

To mark the occasion personnel and their families were invited to a reception and after Culdrose's commanding officer, Capt. Terry Taylor, and his wife Vivian officially declared the ABC'Hawk open the audience enjoyed a screening of the block-busting movie Back to the Future II.

Seating 200 the cinema is the first to re-open in the Royal Navy and screenings so far have included Batman, Oliver and Co., and Delinquents with Ghostbusters II, Turner and Hooch and Shirley Valentine lined up for future presentation.

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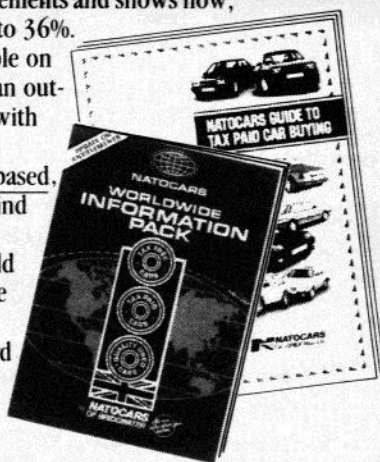
Now Natocars have produced a booklet called The World Wide Information Pack which explains those entitlements and shows how, from Natocars, you can make savings of up to 36%.

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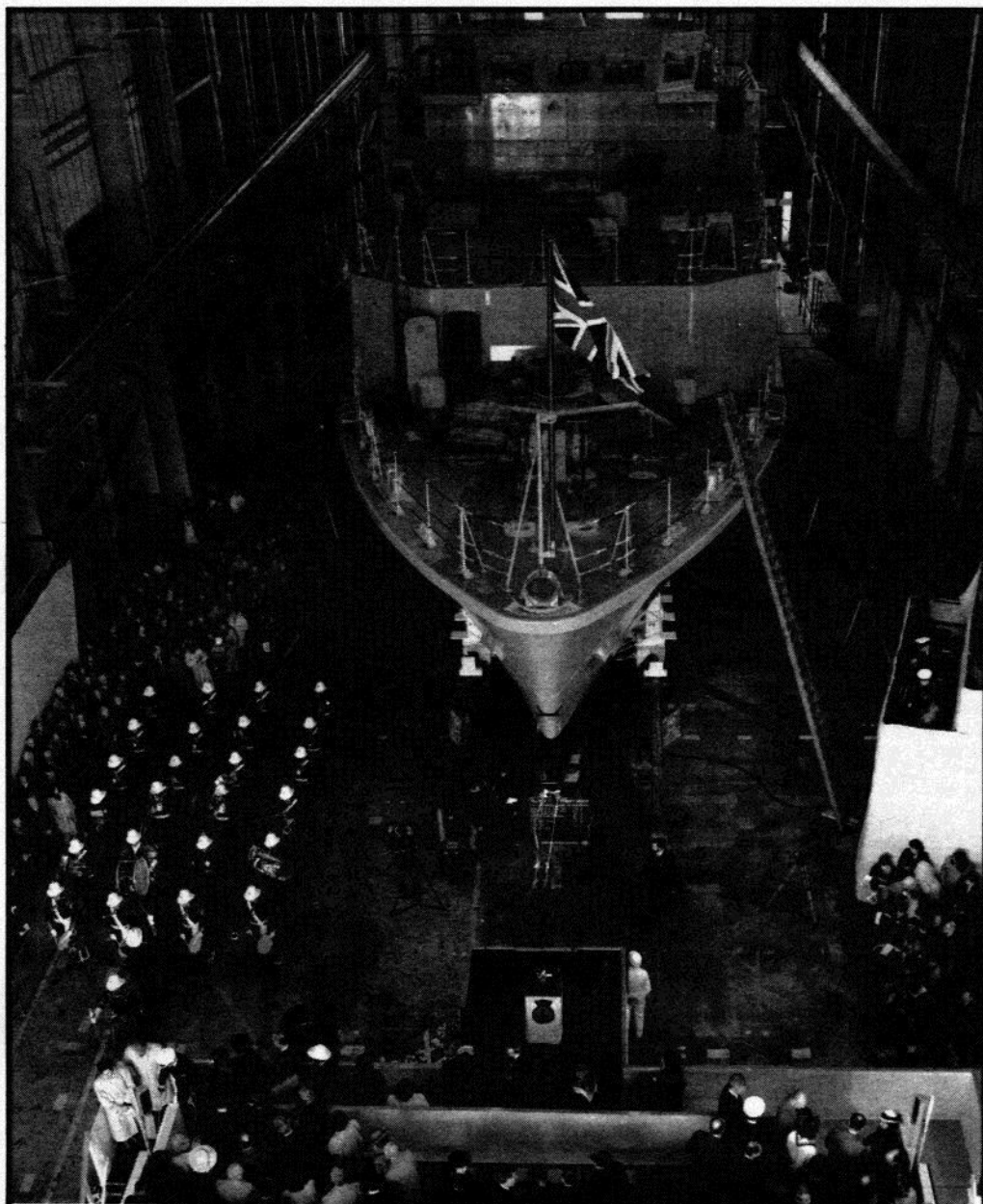
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Midnight launch for Inverness

STORMY weather prevented the official launch of HMS Inverness, second of the Royal Navy's new Sandown class single role minehunters (SRMH) at the Woolston, Southampton yard of Vosper Thornycroft Shipbuilders.

However, a naming ceremony was carried out by the ship's sponsor, Lady Webster, wife of Vice-Admiral Sir John Webster, Flag Officer Plymouth.

After consulting the weather men, it was decided to launch the Inverness shortly before midnight the next day and Lady Webster returned to carry out the launching procedures, watched by 200 guests and Vosper Thornycroft employees.

Inverness, the first ship in the Royal Navy to bear the name, is a third generation glass reinforced plastic mine counter-

measures vessel, using the most advanced sonar equipment of its type in the world. It is the first warship "designed by computer".

A computerised command system, NAUTIS, provides the means of planning the many activities needed to co-ordinate the operation of sonar, ship and weapon systems, and the Royal Navy is confident that these features give the SRMH a better capability than any minehunting vessel entering service.

The Sandown class is attracting considerable interest in the export market and six vessels will have been delivered to the Saudi Arabian naval forces by 1994.

HMS Inverness is pictured during the naming ceremony in Vosport Thornycroft's Woolston yard.

LATE TRIBUTE PAID TO THE BIRKENHEAD

BRITAIN and South Africa have paid tribute to the Victorian soldiers who gave the Royal Navy the legend of the "Birkenhead Drill."

When the troop carrier Birkenhead hit a rock off the South African coast in 1852 men stood at attention as the ship sank while all the women and children were saved.

Wreaths were dropped from a helicopter as Britain's ambassador to South Africa, Sir Robin Renwick, and Pretoria's Foreign Minister, Pik Botha, flew over the spot where the ship sank and 445 men died.

The belated service was made possible after the British and South African Govern-

ments reached agreement on the status of the wreck and £15million-worth of gold sovereigns the Birkenhead was reported to be carrying.

The agreement safeguards

the wreck as a military grave, and ensures that salvagers diving for the gold do not disturb any human remains in the hull.

Any coins and artefacts recovered will be evenly divided by the two governments – after the South African salvage company has claimed half the gold for its efforts.

BACK TO SCHOOL

CDR. Angus Somerville, commanding officer of the destroyer HMS Birmingham, dropped in on his old school, Dulwich College, to talk to pupils about the Royal Navy

and his own ship.

Star of the show was HMS Birmingham's Lynx helicopter which landed Cdr. Somerville on the school playing fields.

HIGHLIGHTING the benefits of naval life to show that the grass is not always greener on the other side is the task facing Navy heads as they devise policies and solutions to retain experienced men and reverse the present early-leaving syndrome.

Here, in answer to questions, the Second Sea Lord (Admiral Sir Brian Brown), whose responsibilities cover manning the Fleet and conditions of service,

discusses the reasons for notice-giving.

Believing the manpower question is probably the Navy's biggest challenge for the immediate future, he advocates greater emphasis for the "people side" of the Service — and points to the advantages which a naval life can offer.

The questions cover such aspects as recruiting, separation, pay and the Long Service Advance of Pay Scheme.

Manpower the big challenge

AIMING TO TILT THE BALANCE PEOPLE'S WAY

Q With early notice-giving at its worst for a decade, it is said, and recruiting growing more difficult, is the Navy at a turning point or crossroads in its manpower situation?

A Our problem is that we have had to increase recruiting targets to compensate for increased wastage and that is causing the recruiters considerable difficulty in trying to chase an increasing target.

But providing we can contain the targets, I believe there is no reason why we shouldn't get the numbers and quality of men and women we need. We have done a lot to beef up our recruiting effort over the past couple of years; our performance is certainly not discouraging, and we are planning to put more resources into it too.

So the recruiting side does not worry me so much. It is the retention side which, as ever, is the key to manpower benefit and manpower ills. If we lose too many people we open up gaps. That causes additional stretch, which in itself is a factor in retention.

Does it represent a major turning point? No, I don't think it does but it certainly represents a major challenge for the future — probably the major challenge — and not just for the Navy but for all three Services, because we are all suffering the same sort of phenomenon.

The fact is that at the moment we are in a situation where the grass can appear quite a lot greener outside the Service. At the same time the quality of naval people is well known to employers and so often there is no difficulty in finding a good civilian job.

In such a climate it is inevitable that some people are attracted to prospects outside, particularly when the Fleet is being worked so hard and when manpower gaps are creating extra pressures and turbulence in addition to the high levels of separation which are inherent in naval life.

So the challenge for us is to develop and implement the sort of policies and solutions necessary to tilt the balance back so that the grass looks greener on the inside than perhaps it does at the moment.

Studies and surveys

A range of studies and surveys has been going on for the last two or three years. I think we have a pretty good idea of the sort of things we need to do, and we have a considerable number of ideas in our action plans. Quite a lot of them involve getting extra resources and that is always a problem. But the costs of poor retention and extra recruiting effort are also a major problem — as is the detrimental impact of high wastage on the operational effectiveness of the Fleet.

Q And the introduction of Wrens at sea is one of the measures to meet the challenge?

A Yes, anything we can do to widen our manning base will be helpful and more women is an essential part of that.

If we can attract more people from the minority ethnic parts of the community, that will also be helpful, because there are some very good quality young people there, many of whom do not at the moment look towards the Royal Navy as a career option.

We are also looking at the possibility of, perhaps, taking in people a little bit older but that's never very easy for the Navy.

Q Advertising and recruiting efforts are being boosted but is it inevitable that entry standards will have to fall and some initial selection risks be taken to ensure that no potentially good recruits slip through the net?

A It would be difficult for us to do much in the way of adjusting our entry standards. Those standards reflect the sort of people we need to carry out the demanding jobs they have to do in the Navy. It would be short-sighted to go for a lower quality as we would then get people not fully qualified for the job and who would, I believe, almost certainly fall by the wayside in training.

So I see the way forward in that area as much more orientated towards maximising our entry numbers from those who do meet our minimum standards, doing more to help people achieve the qualifications we want and also doing more to ensure that when we have got them in, we get the maximum possible number successfully through the initial training period.

Field gun in the picture

A PAINTING to celebrate the 100th performance of the Royal Tournament since its first display in 1880 — depicting a Royal Navy Field Gun race — is unveiled (below) by the Second Sea Lord, Admiral Sir Brian Brown.

Commissioned by the Royal Tournament and sponsored by the Legal Protection Group Ltd, the work will be presented to the Royal Box at this year's tournament. The painting is by equestrian artist

John King, a renowned painter of major ceremonial events.

As the Royal Navy is the lead Service for this year's tournament it is appropriate that the painting should show the Field Gun race — the thrilling event which dates from the event's early years. Prints of the painting will be on sale during the tournament.

Also present at the unveiling were Maj.-Gen. Simon Cooper, the Royal Tourna-

ment chairman; Col. Iain Ferguson, director; and Maj. Michael Parker, producer.

The Legal Protection Group was represented by Mr Brian Raincock, group managing director, and Mr Paul Southon, director of Legal Protection Consultants Ltd., both of whom were once members of Royal Navy Field Gun teams.

The 100th Royal Tournament will run for 29 performances at Earls Court from July 11 to 28.

Picture: PO(Phot) George Hunter DPR(N)



Q What are the chances of reversing the erosion of value in the Long Service Advance of Pay Scheme, which many regard as an enormous asset to the Navy?

A I absolutely agree that the LSAP scheme has been a very important part of naval conditions of service as far as housing is concerned. We have a different policy from those of the other two Services in encouraging people to buy houses, and we have been most successful.

Our houseowning statistics — 75 per cent. of married personnel own their own house — is higher than the national average of 68 per cent., and well ahead of the Army (26 per cent.) and the RAF (47 per cent.). In fact we have the same percentage of single houseowners as the Army have married soldiers who own a property!

However the amount available under the scheme has not been increased for many years, and it is a very high priority, as far as I am concerned, to try to increase it so that it remains credible in terms of what people need to get into the housing market now.

I am trying hard to identify a way of achieving this but obviously I can't promise anything other than doing all I can in this area — as well as in other important areas which bear on the quality of naval life to ensure that naval conditions of service meet the genuine needs of naval people.

Q Do you think that the 1990 pay award package will do anything to help recruitment and retention?

A We put a lot of work and effort into providing evidence for the AFPRB last year. That paid off in the sense that the report and recommendations were very satisfactory. It is, of course, disappointing that concern about inflation and public expenditure caused the Government to stage the pay award and also to defer some of the other benefits recommended — as indeed has happened in other areas of the public sector.

Having said that, it is important not to over-

look the benefits in that package which will be achieved, albeit in a slightly longer time scale.

Things like the considerable hike-up on the Open Engagement bonus and its extension to those who are not on the Open Engagement. It will be a very useful inducement for people at an important stage of their careers. And of course for the 1991 pay round we start on the full comparability base line.

'TOO MUCH WITH TOO FEW'

Q A criticism heard — sometimes in letters to Navy News — is that the task remains the same with fewer people to do it. Billets have decreased by more than 7,500 in eight or nine years and are due to fall still further. With the lessening of international tension is there now a prospect of a diminution of tasks which might ease the situation?

A I think the Navy can be rightfully proud of the way it has been able to slim down its requirement for manpower, but frankly, at present, we are trying to do too much with too few people. So we must get a better balance between people and tasks and find more opportunities to ease up, and I certainly see that the international climate gives us a real chance to do so this year.

At the same time we are doing all we can to increase the number of people through improved recruiting and retention.

Q The pressure on time and gapping of billets means less time to concentrate on the problems of people who, it is sometimes said, feel they are not always appreciated and sometimes taken for granted. Is it now essential that greater emphasis is placed on care of people, even at the expense of other tasks, perhaps including exercises?

Q Pay is not often given as a prime reason for notice-giving. Rather it is factors like lack of job satisfaction; planning of personal lives; what some people seem to see as too much or unnecessary separation; and slow promotion in some branches. Can you offer any hope of improvement in any of these spheres?

A Those are indeed the top four reasons which emerge from all our surveys, although the definition of job satisfaction of course is capable of many interpretations. But yes, all of us on the Navy Board are concerned to tackle those sort of problem areas.

Things like the "drudgery" contracts announced recently, and for which we are now getting additional funding, are designed to help people have more time off to play sports and see their family, rather than having to do too much maintenance and chipping paint and that sort of thing when they come into harbour.

We are also looking at a whole range of other ideas, some of them quite small but many of them important, which will make life easier for people when they get into harbour. For example self drive hire cars are about to be made available for those ships in DED/refits, as are radio pagers to allow for more flexibility for duty personnel.

Reducing the so called "harbour hassle" in these ways will let people enjoy more of those real benefits of naval life which are often overlooked when they are considering other options — things like our splendid sporting and adventurous training facilities which we are also aiming to enhance further. Next year will also see a further big push to get going on more of the Lowden improvements in naval bases.

We want to improve stores availability because that's another "turn-off" factor.

On separation and turbulence, we have a lot going on to try to find ways in which we can ease the pressure on the Fleet; to "de-tune" programmes a bit; give more of a balance towards the people side of the equation.

As your readers will know, Commander-in-Chief Fleet has introduced the concept of every ship having an additional "Commanding Officer's" week which will be primarily used for the benefit of people. This is just part of his policy of slowing down the pace of life in the Fleet.

These things take a while to work through, but the will is there to try to improve the balance of life, to take some of the pressures out, and to enable people to get more enjoyment out of the Navy to balance the very considerable contribution they make towards the Service.

So far as advancement is concerned, of course I appreciate that most people will want to improve their lot by climbing the ladder as quickly as possible. However, it is not possible to have equal advancement opportunities in each branch because each branch has a different structure reflecting the requirements at each level. But I take a close interest in lengths of rosters, and we try to regulate them to maintain the incentives.

A The people of the Navy are and will remain the Navy's greatest single asset and it is vital that we look after them properly.

I also agree that we must ensure that the requirements of people in the Navy are seen as being just as important as operational requirements, and I personally believe there is a need to take a bit more emphasis off the operational side of life and put a little bit more on to the people side, remembering that it's people who make the most major contributions to operational effectiveness overall.

The Navy Board are committed to doing more for our people and will continue to do all it can. We can't produce miracles overnight but we will make steady progress.

Q Can you indicate any progress in the study to see if complements of ships in refit or new build can be reduced?

A The Study report is not quite finalised so it would be a bit premature for me to speculate on it yet. But we will certainly be looking to see what scope there is for contracting out some of the more unpopular work during refit and build while watching carefully that we don't lose important shore billets.

As ever the cost of any changes will obviously be a key factor in reaching any decision.



"What next? No female visitors unless accompanied by husbands?"

NEWSVIEW

When every little helps...

LOOKING for ways of improving conditions of service (and seeking to ensure they don't worsen) remains a perennial activity for Navy representatives in Whitehall and elsewhere. Stories in this month's edition represent the outcome of their recent efforts.

A series of comparatively small improvements may not have them dancing in the messdecks but, to coin a phrase, every little helps, and they will be particularly welcomed by those most closely concerned.

Over recent years the Service has also worked steadily to improve sports facilities — those reported this month cover mainly a range of facilities for Portsmouth.

Welcome too will be the Coach Card scheme offering discounts on many fares to Service personnel and wives. Coach travel may not be everyone's cup of tea, though modern, well-equipped coaches are a far cry from yesterday's bone-shakers. But it is an economic (and now even more so) way to travel. In the first instance there won't be enough cards for everyone entitled, so it is hoped they will go to people likely to use them fully.

Another change concerns the kit front, where the "one for one" system is to replace Kit Upkeep Allowance in 1992. Many have long advocated it — now is for detailed work to make sure it operates well and to the benefit of people.

Sins of the flesh

IT IS the duty of Service personnel to stay fit for duty, and over the years various fitness incentives have been invoked to help. Keeping fit through sport and PT is encouraged (though do we hear the odd background groan of "Who's got time for sport?")

Modern shipboard and office life, with increasing emphasis on high tech equipment and sedentary work, may not promote fitness. But, barring medical cause, there is no reason why someone should become overweight to the point of affecting performance.

So, as outlined by DCI, anyone considered obese and who doesn't make the effort to slim down when warned, could eventually be ordained unsuitable for further naval service and, in a familiar phrase, "discharged shore."

No-one is suggesting the Navy is populated by fatties. But for any candidates the message is clear — we don't want to lose you but you'd better shape up or ship out.

Mixed ships debate still in flow

SHOULD they or shouldn't they? Letters about Wrens at sea continue to dominate the Navy News postbag, couched in terms critical, welcoming, acidic, witty — and unprintable.

In the postbag too was a swap draft column entry which offered its own comment by the proviso "Ships without Wrens considered."

Following are brief extracts from the latest selection of letters.

Among the most critical were those from some wives. Describing herself as a "distressed Navy wife, so far happily married," one writes, "It is soul-destroying when you think that your husband may be spending more of his life living in the company of Wrens than his own wife."

A Gosport wife, also opposed to the idea, says, "The only time a wife has complete peace of mind is while the men are actually at sea. Now with Wrens on board, this peace of mind will be taken from them."

Two wives, writing from Plymouth, say, "Rest assured that the majority of us are pri-

WRENS AT SEA VIEWPOINTS

marily concerned as to how Wrens on board ships will affect our husbands' careers."

Two other Plymouth wives say more incentive is needed for men to continue their careers in the Navy and suggest such things as "overtime for unsociable duties; subsidies for mortgages, married quarters rents and poll tax; and free shore base accommodation."

They add, "These points would, we're sure, bring manpower and recruitment levels up to a decent level — keeping it a man's world at sea."

Describing herself as an "oldie Navy wife and mum", a Lee-on-Solent correspondent says of her younger counterparts, "The fears and insecurities these women feel are very real, exacerbated by the sense of isolation they often feel. The Navy has handled this delicate matter with great insensitivity."

She believes the Navy has enjoyed substantial support from many wives over the years and that many men would have left prematurely without their encouragement. She also feels sure the Wrens will do a fine job — but believes few will do long service at sea.

Support for move

Support for the move comes from two Gosport wives. "As a naval wife and ex-Wren I'm ashamed to be classed among the many who seem to be making a public fuss," writes one of them. "I know my husband is trustworthy and when Wrens go to sea that would be the least of the worries. Good luck to you girls."

Meanwhile from Wren correspondents come letters under such headings as "Wrens fight back."

A group of them from the London area say, "The Wrens being in port will more likely serve to 'tone down' the sailors from their usual riotous nights ashore."

They add, "We have shown that women are capable of working alongside men as working colleagues. It is only right that we should be able to assist the men in running the ships when the current shortfall in manpower necessitates it."

"When Wrens go to sea we will be there to do a job, not to keep the men happy."

From Hong Kong a Wren says, "Many of the Wrens at HMS Tamar have matelot boy friends or husbands who are in ships, and Hong Kong is a long way from home. But we all trust our boy friends because, don't forget, the distance is the same for both parties."

RNXS experience

Views have also been received from women who have experience of sea time with the Royal Naval Auxiliary Service. Writing from Cornwall, one says, "Efficiency on board ship may actually benefit as the men try to keep up to the standards set by members of the WRNS!"

About service by women in RNXS craft, she says, "When at sea women sleep on board our small craft in conditions far more cramped than those likely to be found in naval unisex

THE WAY WE WERE



WHEN all is said and done, there is nothing new in the idea of Wrens afloat on active service. In the Second World War they handled many kinds of small craft in harbour and coastal waters — some were trained as pilots to ferry ships across the Channel after D-Day.

They were bombed and shelled, torpedoed on their way overseas and showed great courage under fire. They won their fair share of decorations for bravery and not a few died.

Brave landing for Sea King

FOLLOWING the completion of trials lasting two years, the Royal Navy has operationally deployed a Sea King anti-submarine helicopter in a frigate — HMS Brave — for the first time.

A Sea King HAS 5 of 826 Squadron is pictured embarking in Brave, a Type 22 Broadsword class frigate.

Sea King squadrons operate from aircraft carriers and 826 Squadron, based at Culdrose, Cornwall, normally detaches two aircraft flights to Royal Fleet Auxiliary tankers and stores ships.

Although Type 22 frigates are capable of carrying two Lynx helicopters there is operating space for only one of the larger Sea Kings. The vertical stanchion in the centre of the hangar door is moved to stow the Sea King.

Brave's flight deck markings were originally for the Lynx but have been modified to improve the "visual cues" for the Sea King pilots.

The flight deck officer, in white trousers in the picture, makes visual signals to the pilot but is also in radio communication with him and with the operations room.

Using the same headset he can also talk to the officer of the watch on the ship's bridge.



Funds for FOSM on a plate

TO MARK the presentation of a new Colour to Submarine Command by the Queen on May 18 1989, a commemorative plate was commissioned from Wedgwood.

The plate is white with a gold rim, incorporating in gold the crests of all submarines in service at that date.

A limited edition of 2,500 plates was produced and about 100 remain available for purchase at a cost of £25 each.

Orders, accompanied by cheques made out to "FOSM Fund", should be sent to the Assistant Secretary, Staff of FOSM, Northwood, Middlesex, HA6 3HP, and will be met on a first come first served basis. Delivery to Gosport, Devonport, Faslane and Rosyth will be arranged.

Proceeds go to the FOSM Fund, which provides welfare fund grants to the Submarine Flotilla.

Census support from Centurion

HMS Centurion, the Royal Naval Pay, Records and Drafting Establishment at Gosport, has been giving high-tech support to the Office of Population, Censuses and Surveys (OPCS).

When OPCS decided to process the 1991 National Census using a Model 204 database they faced the problem of continuing their development programme while new equipment was being installed and tested at their Titchfield, Hampshire headquarters.

Centurion was using Model 204 in support of naval drafting and appointing and investigations revealed that it would be £400,000 cheaper for OPCS to use Centurion's equipment than commercial facilities.

So Centurion played host to OPCS development between June and December 1989 and provided back up facilities until March.

Naval expertise provided first hand experience and training for OPCS staff, and helped them to accept their own Amdahl 5990-350 computer in December, with the full range of 1991 Census development tasks having been successfully run.

Centurion also gained valuable experience in other applications of Model 204 equipment.

A Centurion spokesman said: "This example of mutual co-operation between Government departments has already ensured that a significant sum of money has been saved. Discussions are continuing to see whether further financial benefits could result from mutual fall back support."

£60m contract for periscopes

A £60 million contract to manufacture and supply integrated electro-optical periscope systems for the new Vanguard class of Trident submarine has gone to Pilkington Optronics. It will be spread over several years.

The periscope system, with its remotely-controlled multi-sensor configuration, will be manufactured at Pilkington's Barr and Stroud site in Glasgow.

Meanwhile the company is carrying on extensive development work into revolutionary designs and technology for the next generation of periscope systems.

Another MOD order goes to British Aerospace Dynamics as a follow-on contract worth £37 million for a further quantity of its air-launched, long range, sea-skimming anti-ship missile, Sea Eagle.

The missile is currently in service with Royal Navy Sea Harriers and RAF Buccaneer aircraft.

AUSTRALIA SHIELD GOES TO CULDROSE

CULDROSE-based 826 Naval Air Squadron has been awarded the Australia Shield in recognition of achieving the highest degree of operational readiness in 1989.

Cdr. Phil Shaw, commanding officer of 826 Squadron, right, is pictured receiving the shield from Vice-Admiral Sir Alan Grose, Flag Officer Third Flotilla.

In his citation, Admiral Grose said the squadron's high level of operational preparedness and spirited and flexible response to varied and heavy tasking in support of operations both ashore and afloat had been the hallmark of its achievements during a demanding year.

He continued: "The squadron has been deployed to Royal Fleet Auxiliaries for major exercises, Joint Maritime Courses and towed array patrols and to HMS Gannet in support of active sonar operations in the Clyde."

"An aircraft was embarked in HMS London for extensive trials and broke new ground in ASW Sea King operations by proving the concept of operations from Type 22 frigates."

"The diversity of the Squadron's tasks and the enthusiasm with which all concerned have approached their duties have demonstrated most soundly the Squadron's overall operational effectiveness."

Navy's NATO visit



NATO Secretary General Dr Manfred Wörner is seen here with Admiral Sir Benjamin Bathurst — in his role as Allied Commander-in-Chief Channel and Eastern Atlantic — and WRNR Wrens Jenny McLaren and Patricia Stalker in the main

underground operations room at Northwood.

Dr Wörner was visiting the Alliance's Naval Headquarters with the 16 members of the North Atlantic Council for briefings on current NATO maritime operations.

Wrens at sea

● From page 16

vessels. This is all done quietly and professionally, with the relationships between crew members purely one of being 'mates'.

Serving sailors have also expressed views. A warrant officer asks, "Can you imagine two Wrens walking back through the docks of Marseilles, New Orleans or anywhere after a run ashore? Fraught with danger."

He believes the "whole atmosphere on board will be unreal," and goes on, "What is the solution? Volunteer for submarines, get a sex change or leave the Service, which I will be doing shortly after this job ends."

The fiancée of a Wren, writing from Plymouth, says, "Much of the resistance from the male camp is, I feel, a result of resistance to change, role stereotyping, possibly a perceived threat to machismo."

In favour too among the men is a group writing from a shore establishment Signals office who say, "We feel this is the way ahead and look forward to the prospects of serving with our female counterparts who, we feel, are more than capable of maintaining the present high standards set by the men."

"We see no reason why the Wrens should not be given a chance to prove themselves,

especially as this will improve our sea-shore ratio and morale 'tween decks'."

One LAEM says, "I do not think for one moment that Wrens will not be able to adapt." But he talks of the hazards of flight deck work in inhospitable circumstances, adding, "I lose my hair trying to keep men in my charge out of danger without having women on my conscience. Let's face it lads, we do tend to look after the opposite gender more than our male counterparts. It's instinct."

And a correspondent from Germany develops an argument to show, he says, that "junior Jennies should now shift into square rig. Jack, Jenny, the Recruiting Service and the world's media would love it."

Finally, a couple of quotes from one wife firmly "agin" the idea. This — we swear — is exactly what she wrote: "It is always difficult when my husband is away, but like many other women you just have to grin and bare it." Later, even more enigmatically, she adds, "If women have to prove themselves in a sailor's world, thank goodness I'm a lady!"

● Our thanks to the many readers who gave their views, including those not quoted.



Preparing for the new Upholder and Vanguard Class submarines has taken the Royal Navy Submarine School into the 21st century, with a battery of computerised simulators ready to recreate in the classroom virtually any situation that could arise at sea.

Long gone are the days when the hopeful 'Perisher' stared through the periscope at a model ship moving jerkily by clockwork across a crudely painted screen.

Now the next generation of submarine COs — and their ship's companies — will have the benefit of a whole range of high tech trainers that are expected to pay big dividends when it comes to the hard realities of work-up.

Modern campus

Apart from the £70m spent at HMS Dolphin on support facilities for the new Upholder diesel-electric boats that will soon succeed the venerable Oberons, the school, too, has lately seen a period of rapid expansion to prepare the crews that will man them.

Once no more than a collection of four wooden huts at the Gosport home of the 1st Submarine Squadron, there is now a modern 'campus' of five large buildings bearing famous names — Mackenzie, Horton, Fisher, Keyes and the newest, Sandford, which houses the Upholder suite.

Here two simulators — the Ship Control and Machinery Control Team Trainers — have quickly proved their worth in helping ships

companies reach a high state of readiness to go to sea.

The first of these — aptly christened HMS Unique — provides team training for watchkeepers in a realistic control room environment — a computer-controlled electrically driven cabin which can roll and pitch 30 and 40 degrees.

The instructor's operating console is separated from the student by a one-way glass screen so he can monitor his progress while feeding in more and more complex scenarios, altering sea state and direction and depth for practice in maintaining the submarine's trim while coping with emergency drills in the event of fire, flood and collision.

In these situations as little as possible is left to the imagination. There is a smoke generator as well as a fully functioning emergency breathing system to build up the right atmosphere, together with appropriate background noise.

Watchkeeping in the motor room is learned with the help of the other simulator — a static outfit, this one, but incorporating many of the same facilities.

Meanwhile, courses are fast being prepared to meet the build-up of crew for HMS Vanguard — the first of the new Trident submarines — who will be arriving at the school early next year.

A new floor has been added to Mackenzie block to house the teaching package for her highly complex ship's and weapon systems, which include a range of modern computer and video based instructional techniques.

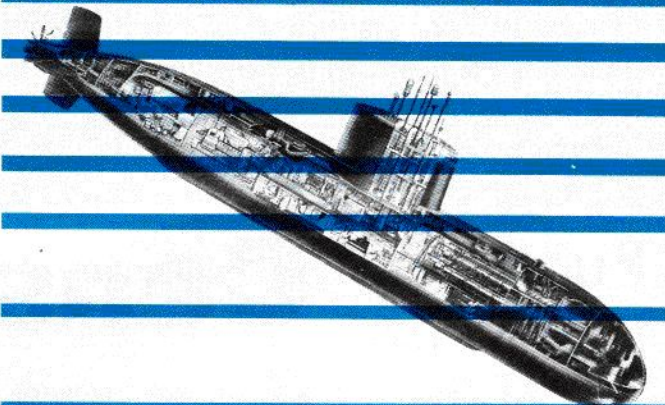
Last year the school gave initial submarine training to 100

DIVING

High tech training

the new generation

submarine students



officers, 200 senior and 600 junior ratings — as well as tailor-made courses for students from 11 overseas navies, arranged through the Foreign and Commonwealth Training Directorate.

The General Course — one of 180 offered here — introduces the potential submariner to the vocabulary of his new environment. Phrases like "harbour stations" and "fast cruise" begin to have some meaning as he learns that a submarine's safety is very much the responsibility of every single member of the crew.

Once the routines that every submariner must know are absorbed, the second part of the course trains him to his specialism in the class of boat to which he has been assigned — and there are currently eight different classes to cater for.

These need constant updating as technical advances crowd across the whole spectrum of the submarine world.

"We insist that all our instructors should be up to date — that is, recently returned from sea," says the school's Commander, Cdr Bill Organ.

"If you spend more than two or three years in the classrooms here, you will be out of date by the end of it."

The constant change could mean that the school's buildings themselves would become obsolete, were it not for the high degree of flexibility incorporated in their design.

Custom-built

For the lay-out is custom-built to move with the times — it is, for instance, a simple matter to rip out and rearrange power supplies with minimal disruption to the day-to-day programme.

"As it is true that we are facing an ever-increasing demand on our services," Cdr Organ concludes, "it is comforting to know that we have the resources to cope with it — at least in the material sense."

"Manpower is always going to be a problem. We need a staff of 29 officers and over 200 men to manage this establishment — and by definition most of them are going to be experts in their field."

"That's a lot of people to keep from going to sea — but they are needed here if those who serve in submarines are to continue to do so in safety and confidence."

Orpheus is still in the underworld

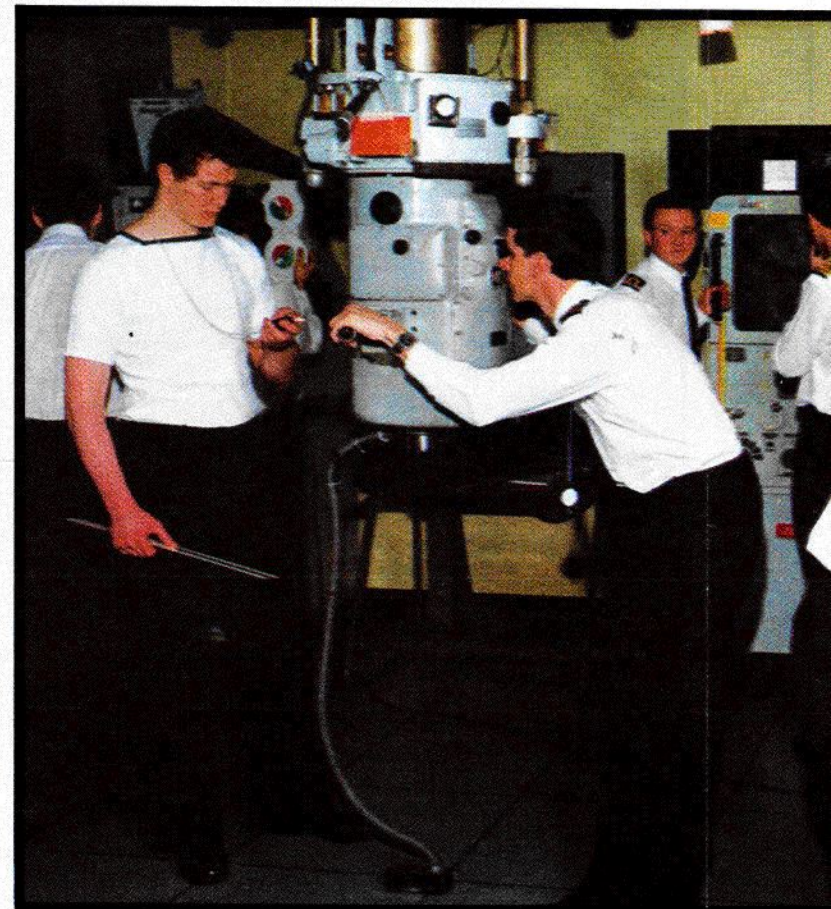
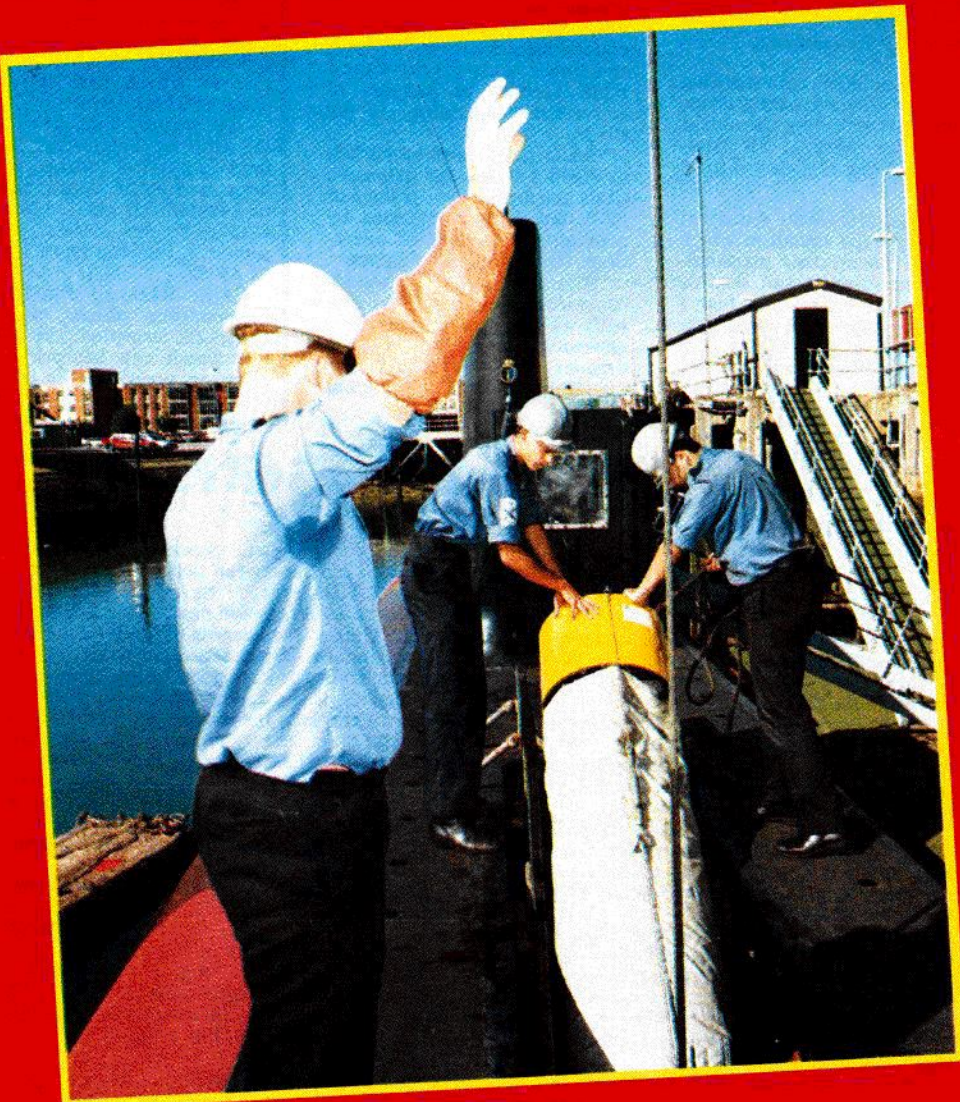
AS the Upholder Class submarines arrive, the Submarine School's venerable alongside trainer HMS Orpheus will find more, not less work to do.

For as the Oberon Class equipment is taken out of the classrooms to make room for the new type, an increased package of training for the remaining Oberons in service is bound to come her way.

It is also planned to train foreign navies on board, so as to reduce their "at sea" time training and costs.

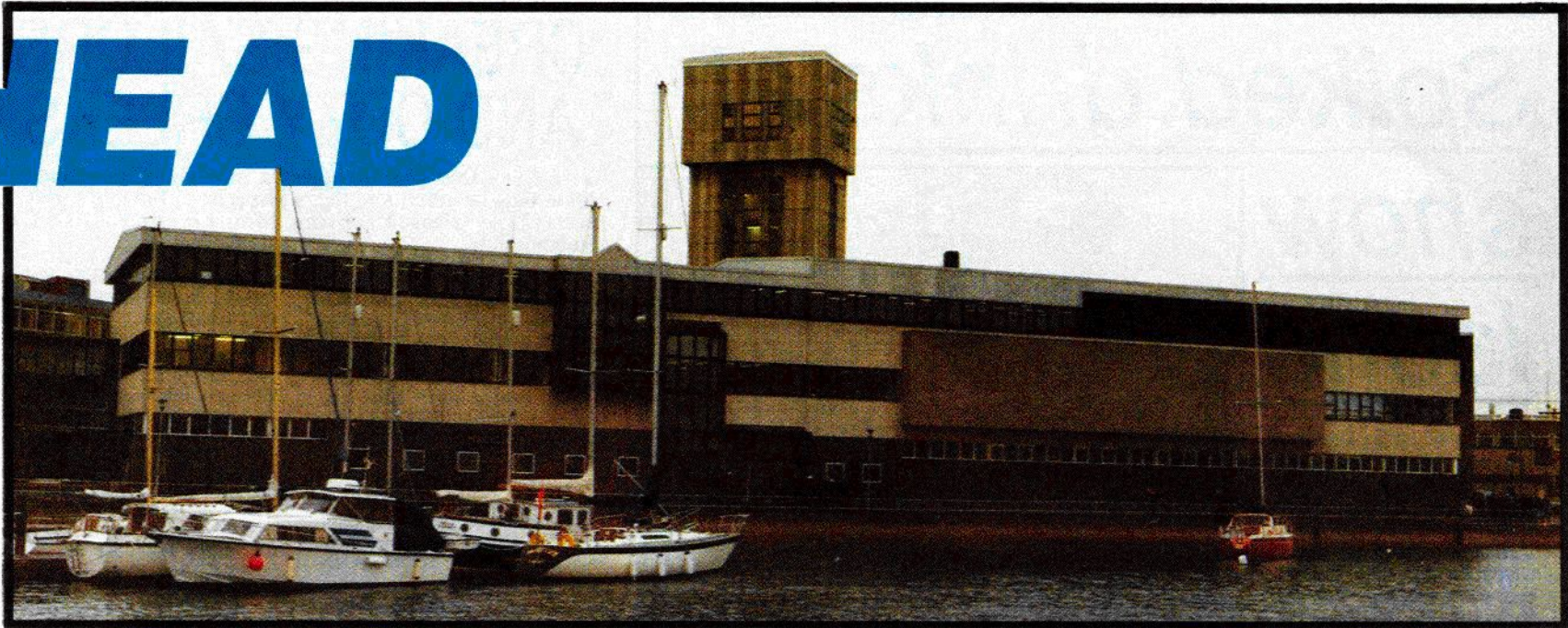
Launched in 1959, HMS Orpheus started her present role after paying off at Gosport, where she had long been based, in 1987.

She retains a comprehensive equipment fit, having been recently modified with the three torpedo tube Tigerfish Mod 2 and currently provides the only weapon launch and handling training rig for Oberon class submarines.



ING AHEAD

ainers for neration of e students



● Mackenzie block (above) remains the hub of the newly expanded Submarine School.

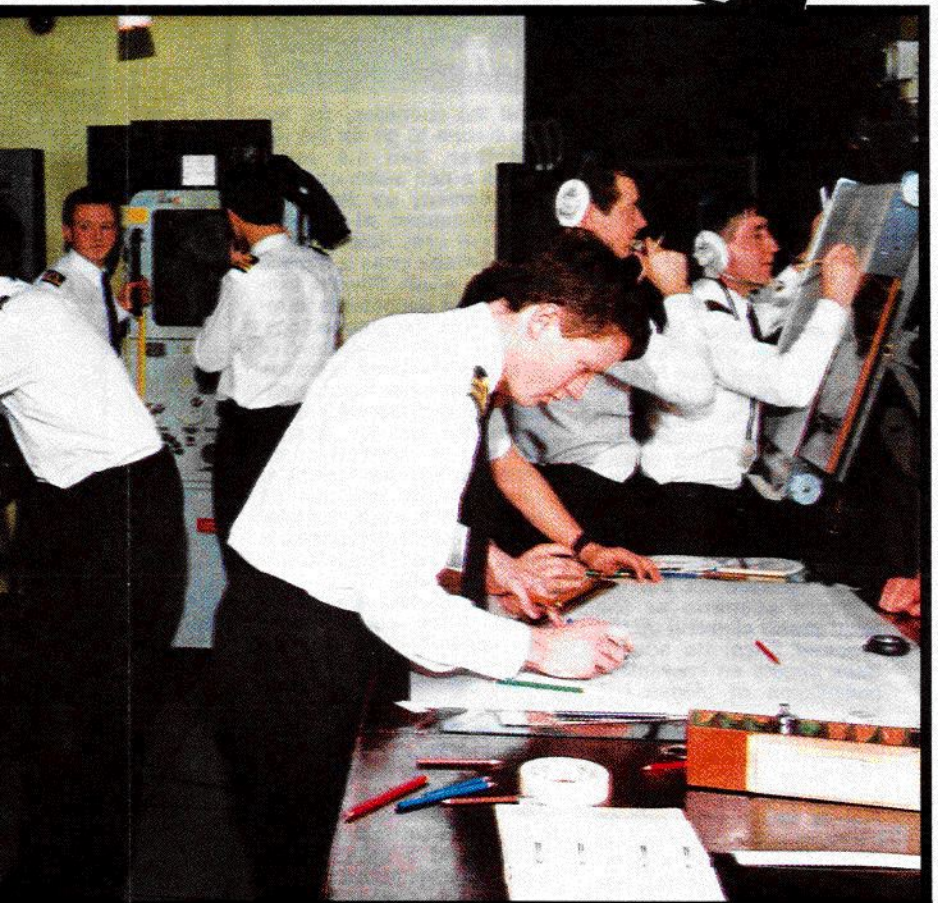
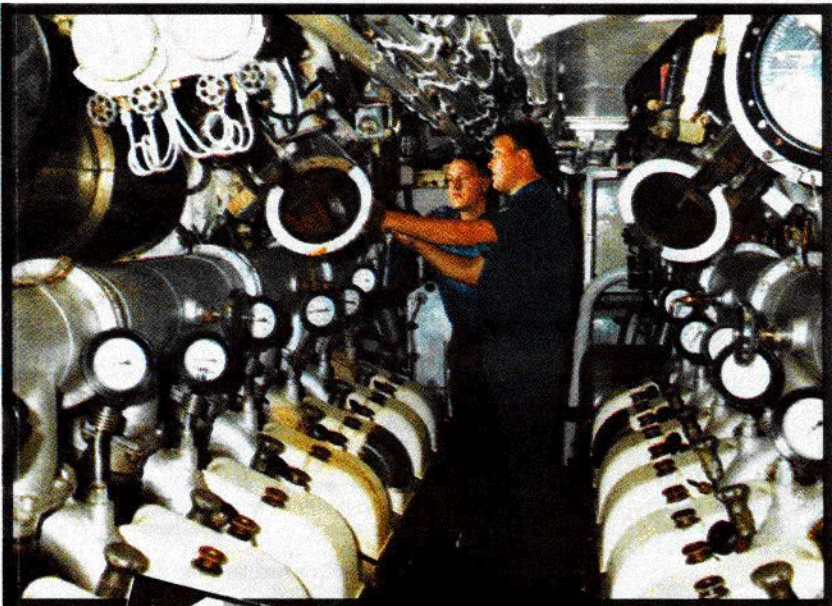
● Right: Tactical Systems ratings are taught electronic warfare theory using the "Mandarin" computer-based training facility.

● Left: Pre-start checks are carried out before engine runs in the alongside training submarine HMS Orpheus (see opposite, below).

● Far left, top: "Ten up, keep 17 metres." CMEA Tim Ayling brings HMS Unique, the Upholder Class ship control simulator, safely up to periscope depth.

● Bottom, left: A submarine "Command Team" is put through its paces in the Attack Teacher — with (inset) the classroom scene in 1943.

● Bottom, right: Weapon Electrical Artificers train with the Swiftsure Class submarine weapon handling and launch rig.



Spiked drinks at show launch?

FORCES Sweetheart Dame Vera Lynn and wartime pin-up Jane provided the glamour when they joined other stars in London to launch a show, sponsored by Naafi, commemorating the efforts of its troop-entertaining ENSA branch.

Christabel Leighton-Porter was the inspiration for the Daily Mirror cartoon character Jane, who did wonders for the morale of the Services.

Today Jane, as she still prefers to be known, is a mother and a grandmother. Her son Simon is a Flight Lieutenant in the RAF. Jane and Dame Vera joined former ENSA members, ex-Gunner Spike



Milligan and Paul Eddington (above) and bandleader Joe Loss to open a week-long run of "Gasmasks and Greasepaint" at the Imperial War Museum.

The show, presented by Rhubarb Alley Productions, captured the spirit of those wartime years in music and

dance. Praising wartime Naafi staff, Spike Milligan said: "They were lifesavers. There was nothing to compare with the sight of their rosy cheeks as they lifted the shutters on the mobile canteen and handed over my tea and bun."

CREAKING SAILORS AND OOZY CREEKS

THEY say that boating makes a monkey of everybody at some time or other, and that's just grist to the mill for "Old Harry" — alias Yachting Monthly journalist Des Sleightholme.

His territory is not the sleek South Coast marina with pontoonfuls of yellow-welly wallies, but the creeks of the East Coast that suddenly dry out to "popping ooze" and rafts of half-buried motor tyres when the tyro-navigator forgets to include British Summer Time in his tidal calculations.

You can imagine the wily old local in an unravelled "gansy" with a piece of whipping-cord dangling from his lower lip watching the scene with interest.

Old Harry is like that. His observations are as sharp and as funny as you could wish and Sleightholme's anthology of magazine articles entitled *Off Watch with Old Harry* conjures

up the genuine sailing scene, reeking of anti-fouling, bilge-water, outboard motor fuel and damp oilskins.

He's got everybody's measure, from the Royal Ocean Racing Club man who "pads into French restaurants at the head of his crew, all wisecrack, navy reefer, wet foot and wrinkled trouser" (and who eats the flowers and reconstructs the race with bread rolls) — to the natty weekend yachtsman who swings the lead "By the Mark Seven!" and dips to Royal Navy frigates.

Nor does he spare the hapless supply commander who "takes over the bridge" in a narrow channel on a big spring tide... (Published in paperback by Adlard Coles, price £2.99) RW

Books In Brief

FANS of the United States Marine Corps have a treat in store in *The Marines*, a candid and contemporary portrait lavishly illustrated with stunning colour photographs.

Written by John de St. Jorre and published by Sidgwick and Jackson, this handsome coffee-table hardback costs £20.

In *The Doomed Expedition — The Campaign in Norway 1940*, Jack Adams, who served there, makes sense of what Churchill called "the ramshackle campaign". Little more than passing references to the Navy, but the action centres on North Norway, familiar territory to the Royal Marines. Published by Leo Cooper, it costs £14.95. RW

Romance and adventure on the high seas abound in Richard Woodman's latest novel, *Wager*, published by John Murray at £13.95.



At Your Leisure

STAR-CROSSED LINE

ONE of the misadventures of White Star Line ships described in *Falling Star*, by John P. Eaton and Charles A. Haas, is the collision between the liner Olympic and the light cruiser HMS Hawke on September 20 1911.

The accident occurred as the transatlantic giant was making her way out from Southampton and the Hawke was returning to Portsmouth after power trials in the Solent.

Each ship was aware of the proximity of the other, but at that date the physical force which was to pull them into collision was not yet fully appreciated by mariners.

The Admiralty Court which followed heard from an expert at the National Physical Laboratory that any ship's movement through water was accompanied by a change of pressure, in the centre of which was a field of reduced pressure. In shallow water that increased.

George Baker told the inquiry: "When one vessel overtakes another and is so placed that the bows feel the power of the reduced pressure and the stern is in the field of increased pressure, the

bow will turn in and the stern will move out."

Drawn by the invisible force, the Hawke's ram and stem had struck the Olympic's starboard quarter below the mainmast. A large triangular hole was punched through the Olympic's plating above the water line and she was also damaged below, but her watertight doors were immediately ordered closed and she was towed to Southampton on the next high tide.

Repairs to the Hawke, which had to have more than 20ft. of her bow replaced, were to take several months.

Falling Star goes on to cover the claims, counter-claims and appeals which followed. Suffice to say the Admiralty promoted Cdr. William Blunt, CO of the Hawke, to captain later that year, and White Star appointed Captain Edward J. Smith, CO of the Olympic, to command the company's newest liner, Titanic, on her maiden voyage less than seven months after the Hawke incident.

Published by Patrick Stephens Ltd at £17.50 hardback,

ADVENTURE WRITER'S TASTE OF THE NAVY

CELEBRATED author Ralph Hammond Innes was a guest of the Royal Navy during a visit he made to the Falkland Islands in search of background material for future adventure novels.

He spent some time on board the Leander class frigate HMS Penelope and the forward repair ship MV Stena Seaspread.

Hercules, Chinook and Sea King flights, the RAF Rapier missile squadron, a mountain top radar site and the battlefields.

Following his trip to the South Atlantic, the Falkland Islands military theatre may be immortalised by the pen of an author who has thrilled countless readers for half a century.

Immortalised

The energetic 77-year-old best-seller writer also visited the Falklands Phantom,

New role for old fuelling base in Orkney

SCAPA Flow Visitors Centre at Lyness, on the Orkney Island of Hoy, is to be opened on April 25 — on the site of the Royal Navy's Second World War refuelling base, HMS Proserpine.

The White Ensign was lowered for the last time on the base 33 years ago.

Orkney Islands Council Department of Planning and Museums has been building up a collection of artefacts and photographs on the theme of "Orkney and Scapa Flow in the Defence of Britain." Much of the material has been loaned by Navy News readers.

The visitors centre, which attracted 5,000 visitors last year, will be officially opened by Capt. Michael Henry, Naval Regional Officer Scotland and Northern Ireland, and Mr. Edwin Eunson, Convenor of Orkney Islands Council.

Kitchener

Capt. Henry will also unveil a display of artefacts recovered from the cruiser HMS Hampshire, which struck a mine and sank in 1916 while carrying Lord Kitchener from Orkney to Russia.

The items, which are on display for the first time, include a three pound deck gun, plates from the HMS Hampshire dinner service, an unopened bottle of navy rum, a porcelain toilet bowl and a drawer end with a brass name plate inscribed J. Newman — the only personalised items to be recovered.

All the items were illegally salvaged from the wreck of the cruiser in August 1983 but were confiscated by the authorities at Peterhead Harbour.

Orkney Islands Council Department of Planning and Museums would like to hear from anyone with a connection with the HMS Hampshire tragedy. They would be given a warm welcome at the Scapa Flow Visitors Centre.

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Bearly human!

"I NEVER saw a wild thing sorry for itself," wrote D. H. Lawrence. "A small bird will drop frozen dead from a branch without ever having felt sorry for itself." It's true: that's the point about animals, they just aren't human.

The Bear, however, does a first rate job of persuading audiences to fret and pine on behalf of its furry, unselfpitying protagonists. Star of the picture is a grizzly cub who, in an alternately hilarious and heart-stopped sequence, is orphaned when his mother is killed while raiding a beehive.

The film goes on to show the cub's subsequent adventures with various species, including the most dangerous one of all: man. It's an extraordinary job of filmmaking, especially when one considers all the painstaking ingenuity it must have taken to coax such brilliant "performances" from its roaring, shambling, ferocious cast. Deservedly, it was a box office hit.

Bear II cannot be ruled out for the future, but in the meantime here comes *Lethal Weapon II*. In the parent film, much dramatic mileage was extracted from the portrayal of a grief-stricken, suicidal cop gradually thawing out as he's drawn into the warmth of his partner's family circle.

It was this aspect that lent an added dimension to the film's brilliantly staged action scenes. In Part 2, of course, that situation is a fait accompli and we are

offered instead a virtually non-stop demolition derby, involving much use of auto-

ity. With the cops assuming Nolte must be the brains be-

Screen Scene

matic weaponry, plus some fairly basic humour.

Mel Gibson and Danny Glover again swap wise-cracks as the bodycount rises, and Patsy Kensit offers ample evidence of how much she's grown up since her days as a child actress with the BBC.

In similar vein is *Roadhouse*, which might equally well have been titled *Roughhouse*. Patrick Swayze, he of the dirty dancing, plays a tough customer whose speciality is pacifying rowdy nightclubs, an occupation which brings him up against Ben Gazzara, on form as a slimy protection racketeer.

The film is basically an updated variation on the old western scenario of the good sheriff cleaning up the crooked town; its soundtrack boasts an impression compilation of blues/c.&w. hits.

Then there is, or are, *Three Fugitives*. Fugitive No. 1 is Nick Nolte, a paroled stick-up man who has the misfortune to visit a bank just as it's being robbed by Fugitive No. 2, Martin Short, a bumbling amateur making his maiden voyage into criminal-

hind the operation, the two are forced to go on the run together, and the script mines a rich seam of abrasive comedy as we follow the adventures of the mismatched pair. However, the film perhaps goes a fugitive too far when Short's winsome little daughter is introduced into the proceedings.

Dead Calm, the latest of this month's 16mm releases is, on the other hand, ruthlessly unsentimental. The ingredients are the Pacific Ocean, a broken-down schooner with an Australian naval officer trapped on board, and a yacht containing a dangerously unstable American and the officer's kidnapped wife.

All the clichés about nails bitten on the edge of seats are applicable as the film cuts between the hero frantically patching up his leaky old tub and limping on in pursuit, and his wife's desperate efforts just to stay alive. It's based on a novel by the late Charles Williams, one of the best of the American hard-boiled thriller writers and a specialist in sea-going suspense.

— Bob Baker

Celebrating the Little Ships of Dunkirk

FIFTY years on, Dunkirk still symbolises one of the darkest and yet most glorious phases of Britain's military and maritime history.

So many families throughout the land had someone, or knew someone who was at Dunkirk, whether a member of the British Expeditionary Force plucked from the beaches, or aboard the huge fleet of ships and boats, both naval and civilian, which crossed the English Channel in the attempt to save an army.

Russell Plummer's *The Ships That Saved An Army* (published by Patrick Stephens Ltd. at £17.99 hardback) records the craft involved — passenger ferries, cargo vessels, paddle steamers, excursion ships,

Dutch skoots, tugs, fishing boats, barges, lighters, RNLI lifeboats, beach craft, motor cruisers, yachts and naval vessels.

As well as a wealth of rare and previously unpublished photographs, there are comments from survivors of the evacuation.

Right: Some of the 5,677 men returned by HMS Codrington wait their turn to disembark in Dover, while another equally heavily laden vessel is moored alongside. Note the pile of discarded rifles at the Codrington's stern. (Picture: Times Newspapers).



WARSHIPS AND MERCHANTMEN — A ROUND-UP

WHEREAS the first volume of *Ships of the Royal Navy* gave a comprehensive record of British fighting ships from the fifteenth century to the present, **Volume 2** provides the basic details of some 12,000 mercantile-type ships which were requisitioned during various periods of warfare. Also included are Navy-built tugs, trawlers etc. Published by Greenhill Books, J.J. Colledge's hardback is priced £30.

□ □ □

A sixth edition of Ambrose Greenway's *Soviet Merchant Ships* and a fourth edition of his *Comecon Merchant Ships* have been published by Kenneth Mason at £16.95 and £14.95 respectively.

In the former — which is enlarged and updated — Lord Greenway provides a concise recognition manual of 4,000 ships exceeding 1,000 tons. In the companion volume he gives a comprehensive guide to ships of Bulgaria, Czechoslovakia,

Courage and barbarism in the fall of Singapore

DUNKIRK has been transformed, justifiably with hindsight, from a humiliating evacuation into an historical event of great national pride.

The Fall of Singapore, however, was condemned by Churchill as the largest and most disastrous capitulation in British history.

Geoffrey Brooke, himself one of the few lucky survivors in the flight from Singapore, informs us in a new book that although the evacuation was a fiasco, it led to countless acts of individual heroism, particularly on the part of the women swept up in the catastrophe.

In *Singapore's Dunkirk* he has drawn on previously unpublished sources to piece together (sometimes a little disjointedly) a fascinating but harrowing picture of suffering, endurance and initiative.

But exemplary behaviour is occasionally offset by the downside of human nature which results from the irrationality of fear and exhaustion.

Contrast the selfless courage of a Mrs. Stevenson who swam for many hours beside a crowded life raft with the behaviour of those who objected to her being rescued first by a fishing boat and shouted, "Leave her — she can swim."

Even more shocking, however, was the lifeboat ordeal of a young Chinese woman who witnessed systematic murder by a small band of fellow survivors and ultimately the most gruesome acts of cannibalism.

The author has collected a wide spectrum of experiences. At the end he reflects with fairness on the strengths and shortcomings of the human condition and tackles the question of our present attitude to the Japanese.

Suitably illustrated, this is a moving book — but not for the faint-hearted.

(Published by Leo Cooper, price £14.95).

RW

HEALTH IN DEPTH . . .

MEDICS will find much to interest them — and divers much to make them uneasy, perhaps — in *Diving Medicine*, an academic work by Alfred A. Bove and Jefferson C. Davis. Covering hazards ranging from decompression sickness to crocodile attack, this new edition is published by W. B. Saunders, and costs £35.95.



At Your Leisure



FORTITUDE IN THE GATEWAY TO HELL

NO WONDER the Second World War convoy route from Iceland to Murmansk and Archangel — Russia's lifeline from 1941 — was called 'The Gateway to Hell'

The Allies faced two merciless enemies — the might of the German sea and air power (based along the Norwegian coast) and almost impossible weather conditions, with average winter temperatures of minus 25 degrees C.

In *Running The Gauntlet - The Battles for The Barents Sea* author Frank Pearce, who survived the destruction of HMS Trinidad in the Arctic, describes the cruel losses sustained by the Royal and Merchant Navies and the sheer guts and heroism of an unrelenting struggle to supply the beleaguered Soviet Union.

It was certainly in Britain's interest to divert Hitler's atten-

tion towards his Eastern Front but Stalin could be churlishly indifferent to the problem of overstretched resources and our own perilous situation.

Bullion

Among the casualties was HMS Edinburgh, which sank with five tons of gold bullion in her hold on 2 May 1942, two days after a torpedo attack. While loading the ingots, stamped with the Czar's crest, an English seaman expressed the general feeling of unease with the prophetic words, "It's going to be a bad trip, sir, this is Russian gold dripping with blood".

Of many notable instances of gallantry, the David-and-Goliath confrontation between the British destroyers Achates, Obedient, Onslow, Obdurate and Orwell and the pocket battleship Lutzow and heavy cruiser Hipper resulted in humiliation for the German High Command and the resignation of Grand Admiral Raeder. Hitler was apoplectic with rage.

Captain Sherbrooke won a

VC for his daringly aggressive mock torpedo attacks and his refusal to relinquish command despite the horrific loss of an eye.

The tide was beginning to turn in the Allies' favour and the later destruction of the Scharnhorst and the Tirpitz finally put paid to the German threat. The terrible toll in lives and loss of over 100 merchant ships and 19 warships was put against the achievement of escorting a total of four million tons of war equipment across the Barents Sea.

Writing in very readable and graphic style, the author includes a good explanation of the background to the battles and of the outcome.

Supported by a handful of photographs and some useful maps and diagrams, this book is a poignant reminder of a particularly harsh theatre of war and the superhuman endurance, loyalty and courage of those who fought and died there.

(Published in paperback by Fontana, price £3.50) RW

A card from two decks

In 1937 a keen young man sensing the inevitability of war decided with his brother and a friend to join the RNVR. They were introduced to HMS President by an acquaintance, royally entertained in the wardroom, went for a medical and signed up on the spot.

A while later, full of pride in their new status as naval officers they returned to the wardroom only to be met with the embarrassment of being directed to the forward part of the ship for their drink.

Herbert 'Lofty' Messer and his mates had joined up as Ordinary Signalmen. The other two fled but Herbert decided to stick it out.

Now aged 74, he looks back on his career on the lower deck from September 1939 until September 1941 when he was commissioned. He put up with the experience with stoicism but it sounds as though he never quite came to terms with it.

"The indignity of the existence was a challenge, it would have been so easy to let go and be sucked into the lotus-eating life of swearing, runs ashore and a complete abandonment of any pretence at thinking for yourself," he says.

It is rather puzzling that Lofty should take the trouble to

tell us that "Smoke" means London and yet not translate his odd phrases in Latin and French.

He casts a critical eye on the upstairs/downstairs syndrome of service life but writes with a jaunty good-humour of his many experiences. Most of them were aboard the AA Cruiser HMS Curlew which was sunk off Norway in May, 1940.

Survivors

His finest hour was firing the last salvo against the enemy, in defiance when the ship was already stricken, and he speaks modestly about his apprehensions on volunteering for the unpleasant task of being closed up below in search of survivors.

Mr. Messer's book *Able Seaman RNVR* gives a very good feel for the sort of adventures and testing conditions survived by an 'amateur sailor' in the wartime navy.

(Published by Merlin Books Ltd, price £8.95).

RW

"HMS GANGES, the Final Farewell." Ideal birthday/surprise present. Video documentary including all aspects of GANGES prior to demolishing. NELSON HALL, LAUNDRY HILL, SICK QUARTERS, COVERED WAYS, GYMNASIUMS, SPORTSFIELDS, HARBOUR, etc. One tear-jerking hour of nostalgia. Produced, directed by JOHN DOUGLAS, author "HMS GANGES, Roll on my dozen!" S.A.E. details: Douglas House, Boscawetha, Penmarth, Carmarthen, N. Redruth, Cornwall, TR16 6NX.

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WRECKS OF SCAPA FLOW EXPLORED

THE inscription 'Our life passes away like great ships as they sink' was found by accident in the vault of Field Marshal Derfflinger (1609-95) in the small village church where he was finally laid to rest.

It was found on 21st June, 1919, the exact day when the battleship SMS Derfflinger went to her grave, together with the Imperial German Fleet, in Scapa Flow. The captured ships were scuttled on the orders of Admiral Ludwig von Reuter.

Now his son writes the foreword to a new book which will fascinate in particular naval historians, divers and salvage experts, but must also be of general interest.

Peter L. Smith's *The Naval Wrecks of Scapa Flow* weaves the story of the three remaining battleships and four cruisers with a detailed account of their underwater exploration and a description of the rich marine life which surrounds them. Superb colour photographs and diagrams which show how the ships lie complete this eerie and poignant underwater scene.

The author, who himself has dived on these wrecks and on the remains of H.M.S. Vanguard and H.M.S. Royal Oak (not included here), has assembled this book with meticulous care. Annexes provide technical data and also include the tales of an 80-year-old ex-diver who worked in exacting conditions in earlier salvage operations at Scapa Flow.

(Published by The Orkney Press, price £5.95).

RW



Notice Board



Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at March 1, 1990.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during February.

PO(EW)/RS(W) — Int (9.12.88), 4; **LS(EW)/RO(W)** — Dry, Nil; **PO(M)** — Int (9.6.89), 2; **LS(M)** — Int (9.6.89), 2; **PO(R)** — Int (11.12.87), 4; **LS(R)** — Dry, 4; **PO(S)** — Dry, 1; **LS(S)** — Int (9.6.89), Nil; **PO(D)** — Int (29.9.89), Nil; **LS(D)** — 110, 4; **PO(MW)** — Dry, 1; **LS(MW)** — Dry, 1; **PO(SR)** — Int (9.6.89), Nil; **LS(SR)** — Int (9.6.89), Nil; **PO(SEA)** — Int (30.9.88), 2; **CY** — 169, 1; **LRO(T)** — Int (14.6.88), 1; **RS** — 106, Nil; **LRO(G)** — Int (14.3.89), 6; **POPT** — 507, 3; **RPO** — 141, 1.

POMEM(L)(GS) — Int (22.1.89), Nil; **LMEM(L)(GS)** — Int (3.10.88), 2; **POMEM(M)(GS)** — 101, 2; **LMEM(M)(GS)** — 103, 6; **POMEM(O)(GS)** — Int (5.9.89), 1; **LMEM(O)(GS)** — Int (24.1.89), Nil; **POMEM(R)(GS)** — Int (5.9.89), 4; **LMEM(R)(GS)** — Int (13.12.89), 7; **POCA** — Int (23.2.89), 1; **POCK(G)** — 146, 1; **LCK(G)** — 155, 13; **POSTD(G)** — 455, 6; **LSTD(G)** — Int (21.6.88), 6; **POSA(G)** — 303, Nil; **LSA(G)** — Int (20.10.88), 2; **POWTR(G)** — Int (23.3.89), 5; **LWTR(G)** — Dry, 7; **POMA** — 350, Nil; **LMA** — Int (11.7.89), 1.

PO(SM) — Dry, 2; **LS(SM)** — Int (29.6.88), 2; **PO(TS)(SM)** — Dry, 2; **LS(TS)(SM)** — Dry, 4; **RS(SM)** — Int (8.12.87), 1; **LRO(SM)** — Int (6.12.88), 1; **POMEM(L)(SM)** — 342, Nil; **LMEM(L)(SM)** — Int (10.3.88), 4; **POMEM(M)(SM)** — 545, Nil; **LMEM(M)(SM)** — 284, Nil; **POMEM(O)(SM)** — Int (1.3.88), 2; **LWEM(O)(SM)** — Int (15.12.87), Nil; **POMEM(R)(SM)** — Dry, 1; **LWEM(R)(SM)** —

Int (1.12.87), 2; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — 156, 1; **LSA(SM)** — Dry, 1; **POWTR(SM)** — Int (5.4.88), Nil; **LWTR(SM)** — Dry, Nil; **POCK(SM)** — Dry, 1; **LCK(SM)** — 359, Nil; **POSTD(SM)** — Int (20.10.88), Nil; **LSTD(SM)** — 152, 1.

POA(AH) — 348, Nil; **LA(AH)** — 575, Nil; **POA(METOC)** — 523, Nil; **LA(METOC)** — Int (16.6.89), Nil; **POA(PHOT)** — 986, 2; **POA(SE)** — 201, Nil; **LA(SE)** — 92, Nil; **POACMN** — 462, 2; **POAEM(M)** — 85, Nil; **LAEM(M)** — 455, Nil; **POAEM(R)** — Int (30.6.88), 2; **LAEM(R)** — 317, 10; **POAEM(WL)** — 86, Nil; **LAEM(WL)** — 497, Nil.

POWREN(R) — 190, 1; **LWREN(R)** — 111, 5; **POWREN(RS)** — 102, Nil; **LWREN(RO)** — 230, Nil; **POWRENPT** — 139, Nil; **POWREN** — Int (8.11.88), Nil; **POWRENCK** — 204, Nil; **LWRENCK** — Dry, Nil; **POWRENSTD** — 360, Nil; **LWRENSTD** — 425, Nil; **POWRENSA** — 247, Nil; **LWRENSA** — Int (20.10.88), Nil; **POWRENWTR** — Int (18.8.88), 1; **LWRENWTR** — Dry, 8; **POWRENWTR(G)** — Int (14.7.88), 2; **LWRENWTR(G)** — Dry, Nil; **POWRENMETOC** — Int, Nil; **LWRENMETOC** — Int (17.6.88), Nil; **POWRENPHOT** — 586, Nil.

POWRENAEM(M) — 368, Nil; **LWRENAEM(M)** — 638, Nil; **POWRENAEM(R)** — Dry, Nil; **LWRENAEM(R)** — Int (28.4.89), 3; **POWRENAEM(WL)** — Int (9.3.89), 1; **LWRENAEM(WL)** — Int (29.9.88), Nil; **POWRENETS** — 86, 1; **LWRENETS** — Int (25.10.88), 2; **LWRENETL** — 769, 1; **POWRENWA** — Int (21.6.88), Nil; **LWRENWA** — Int (11.1.89), Nil; **POWRENDHYG** — 240, Nil; **POWRENDSDA** — Int (20.2.89), Nil; **LWRENDSDA** — 112, Nil; **POEN(G)** — 795, Nil; **LEN(G)** — Int (21.6.88), 2; **PORG** — Dry, 1; **LMA(Q)** — Dry, Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWREN GA — Dry, Nil; **POWREN MT** — 458, Nil; **LWREN MT** — 438, Nil; **POWREN TEL** — 951, Nil.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Barbara (39), 5ft.2in. Barmesley, Yorks. **Elaine** (20), Plymouth, Devon. **Jane** (22), 5ft.5in. Wallingford, Oxon. **Alison** (26), Co. seley, W. Midlands. **Susan** (35), 5ft.3in. Gloucester. **Christine** (32), 5ft.2in. Manchester. **Kay** (27), 5ft.2in. Windsor, Berks. **Gail** (28) Edinburgh. **Esther** (28), Jersey. **C.I. Barbara** (40), Great Sutton, Wirral.

Zoe (17), Grays, Essex. **Debbie** (20), Wall-sall, W. Midlands. **Linda** (44), 5ft.3in. Leamington Spa, Warks. **Emma** (20), Sheffield. **Beds. Karen** (31), 5ft.7in. Pontypool, Gwent. **Kerry** (18), 5ft.6in. Bromwich, W. Midlands. **Lesley** (34), 5ft.4in. East Ham, London. **Wendy** (25), 5ft.3in. Alwark, Northumber-land. **Helen** (18), Eccleshill, W. Yorks. **Susan** (20), Wallsend, Tyne & Wear.

Lynn (40), 5ft.4in. East Ham, London. **Corinne** (35), 5ft.4in. Chardlers Ford, Hants. **Natalie** (18), 5ft.10in. West Brom-wich. **Caroline** (23), 5ft.6in. Putney, London. **Maureen** (32), 5ft.9in. Stoke-on-Trent. **Caroline** (25), 5ft.6in. Leicester. **Margaret** (34), 5ft.5in. Sheffield. **Vikki** (20), 5ft.6in. Newquay, Cornwall. **Ann** (19), 5ft.6in. Dart-mouth, Devon. **Kim** (29), 5ft.6in. Coulsdon, Surrey.

Christine (32), 6ft. Newquay, Cornwall. **Pauline** (38), 5ft.4in. Chardlers Ford, Hants. **Charlotte** (20), 5ft.2in. Nottingham. **Helen** (17), 5ft.8in. Rainham, Kent. **Elaine** (31), Crumlington, Northumberland. **Sharon** (20), 5ft.3in. London. **Joanne** (17), 5ft.7in. Walling-ton, Surrey. **Victoria** (17), 5ft.9in. Milton Keynes, Bucks. **Petina** (28), Telford, Shrop-shire. **Susan** (25), Bristol.

Jackie (24), 5ft.3in. Teddington, Mdx. **Rachel** (16), 5ft.10in. Fareham, Hants. **Hay-ley** (24), 6ft. Birmingham. **Nicky** (21), Edin-burgh. **Theresa** (30), 5ft.7in. Crawley, Sus-sex. **Pauline** (27), Edinburgh. **Virginia** (32), Bedford. **Deborah** (17), Birmingham. **Debbie** (16), 5ft.9in. Fareham, Hants. **Marie** (17), 5ft.8in. Andover, Hants.

Pamela (39), Portsmouth. **Caroline** (19), Plymouth, Devon. **Kerry** (19), 5ft.5in. Ryde, Isle of Wight. **Gina** (25), 5ft.4in. Aylesbury, Bucks. **Cassey** (28), 5ft.2in. Manchester. **Trish** (24), 5ft.6in. Plymouth, Devon. **Helen** (21), Larkhall, Lanarkshire. **Kate** (18), 5ft.6in. Worcester. **Anne** (29), 5ft.1in. Chel-tenham, Glos. **Mandy** (22), 5ft.3in. Middles-brough, Cleveland.

Susan (26), 5ft.3in. Tamworth, Staffs. **Samantha** (17), 5ft.5in. Margate, Kent. **Victoria** (16), Liverpool. **Theresa** (18), Birmingham. **Janet** (31), 5ft.5in. Chatham, Kent. **Katie** (19), York. **Tracey** (32), 5ft.9in. Larkhall, Lanarkshire. **Helen** (19), 5ft.9in. Pontypool, Glam. **Anne** (27), 5ft.6in. Arundel, Sussex. **Lorraine** (30), 5ft.6in. Nottingham.

Joanna (43), Reading, Berks. **Sandra** (32), 5ft. Stanley, Co. Durham. **Regina** (35), 5ft.5in. Grimsby, Humberside. **Jenny** (32), Mechelen, Belgium. **Samantha** (18), Bristol. **Kathy** (50), 5ft.2in. Portsmouth, Hants. **Vicki** (33), 5ft.10in. Grimsby, S. Humberside. **Karen** (26), 5ft.11in. Gosport, Hants. **Sandra** (22), Castelli, Italy. **Delphy** (23), 5ft.5in. Ex-eter, Devon.

Mandy (18), 5ft.2in. Exeter, Devon. **Susan** (20), 5ft.8in. Catford, London. **Jo** (31), 5ft.2in. Wolverhampton. **Linda** (17), 5ft.3in. Cumnock, Ayrshire. **Sharon** (17), Birming-ham. **Claire** (21), 5ft.7in. Middlesbrough, Cleveland. **Josephine** (36), 5ft.6in. Glas-gow. **Angela** (24), Huntingdon, Cambs. **Trish** (34), 5ft.2in. Glasgow. **Pamela** (43), Dartmouth, Devon.

Michelle (17), Nottingham. **Stephany** (31), 5ft. Feltham, Mdx. **Sonia** (23), 5ft.6in. New-ton Abbot, Devon. **Miss K.** (23), 5ft.8in. Plymouth, Devon. **Vicky** (17), 5ft.8in. Uck-field, Sussex. **Sue** (37), Ilford, Essex. **Clare** (21), 5ft.8in. Portland, Dorset. **Lorraine** (24), Droitwich, Worcs.

Deaths

J. T. Dobinson. POCK. HMS Heron. Febru-ary 14.

T. M. A. Simmons. MNE. 42 Cdo, RM. February 15.

G. Goshawk. ALSTD. HMS Nelson. Febru-ary 17.

D. A. Gillett. CPOMEA(H). HMS Cochrane. February 22.

B. Smith. MEM(M)1. HMS Charybdis. March 4.

W. M. Howard. QC. Judge Advocate of the Fleet 1973-86. Served RN Second World War, including HM ships Firedrake and Manchester. Appointments in subse-quent distinguished legal career included Recorder of Ipswich and as a Deputy High Court Judge in Hong Kong. Aged 69.

K. "Hooch" Williamson. DSO. Capt. (ret'd.). As a squadron commander led first striking force of Swordfish from HMS Illus-trious at Battle of Taranto. Ships also in-cluded HMS Courageous and Eagle. Aged 83.

R. H. Dewhurst. DSO and two bars. Cdr. (ret'd.). Commanded HM submarine Roqual in Mediterranean in Second World War. Other commands included submarines H33, Seahorse, Amphion and Taciturn. Aged 84.

D. Kennedy. Ex-CPO. Fleet Air Arm 23 years, including HM ships Hermes and Albi-on. Aged 51.

R. Rees. Ex-CCY. Served 24 years in-cluding HMS ships Victorious, Penelope and Fearless and Cambria (South Wales Div. RNR). Aged 51.

F. Bassom. Ships included HMS Ocean 1945-48, and member HMS Ocean Association.

Appointments

Next Defence Chief named

GENERAL Sir Richard Vincent is to be Chief of the Defence Staff in March 1991 in the rank of Field Marshal in succession to Marshal of the Royal Air Force Sir David Craig.

Gen. Vincent has been Vice-Chief of the Defence Staff since 1987.

COMMODORE A. P. Hoddinott, whose most recent appointment has been with Flag Offi-cer Submarines at Northwood, is to be pro-moted rear-admiral on April 19 and to be Commander British Navy Staff Washington, Naval Attache Washington, and UK National Representative to SACLANT from April 26.

Other appointments recently announced include:

Capt. R. G. Hastlow. Bristol in command. Aug. 28.

Capt. G. K. Billson. Cumberland in com-mand. Aug. 3.

Capt. C. W. Roddis. Sheffield in com-mand. June 12.

Capt. G. R. G. Middleton. Cochrane as Captain. June 13.

Cdr. C. R. Munns. Courageous in com-mand. July 24.

Cdr. M. J. Priestley. Minerva in com-mand. July 17.

Cdr. D. S. H. White. Torbay in command. July 24.

Cdr. B. J. P. Healy. Gannet in command. July 24.

Lieut-Cdr. T. R. Harris. Dumbarton Castle in command. May 1.

Lieut-Cdr. N. Tidbury. Anglesey in com-mand. April 24.

Lieut-Cdr. T. R. Forrester. Jersey in com-mand. Aug. 14.

Lieut-Cdr. S. W. Upright. Opossum in command. July 13.

Lieut. J. J. F. Blunden. Peterel in com-mand. May 29.

FIFTY YEARS ON

With this edition we start a look-back half a century to the wartime operations of the Royal Navy exactly 50 years ago this month.

APRIL 1940 saw the invasion of Norway, the Germans getting in ahead of the British by 24 hours.

The prize for the Germans was the use of Norwegian inshore waters for their shipping carrying Swedish iron ore from the port of Narvik.

Operations began on April 8 when German forces seized Oslo, Trondheim and Narvik.

Principal events were:

8: HMS Renown's inconclusive action with Gneisenau and Scharnhorst. HMS Gurkha sunk and HMS Rodney damaged by air attacks.

10: First Battle of Narvik. Five destroyers of 2nd Destroyer Flotilla sank seven merchant ships. HMS Hardy and HMS Hunter sunk.

Capt. B. A. W. Warburton-Lee later awarded posthumous VC, the first of the war.

HMS Hero sank U50. HM submarine Thistle sunk by a German trawler.

11: HM submarine Spearfish torpedoes and seriously damages pocket battleship Lützow — formerly Deutschland.

13: Second Battle of Narvik. HMS Warspite and ten destroyers sink eight German des-troyers.

14: HM submarine Tarpon sunk by German trawler.

15: HMS Fearless sank U49.

16: HM submarine Porpoise sank U1.

17: Naval landing force put ashore to help defend Aandalsnes. HMS Suffolk damaged by bombing.

28: Lieut. R. B. Stannard RNR, HM trawler Arab, awarded VC in evacuation of troops from Aandalsnes.

(Extracted from Royal Navy Day by Day).

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

E. Irons, ex-RM, High Wycombe. Ships included HMS Galatea, Glory and Thun-derer. Aged 90.

L. Ewings, ex-AB Torpedoman, Green-ford. Aged 63.

M. W. Wood, Banbury.

J. L. E. Akehurst, ex-PO, oldest member Slough. Aged 84.

D. White, founder member and former chairman Uckfield and District.

F. Osbourne, Bridport. Aged 92.

J. B. Smith, Bridport. Aged 67.

S. Iredale, Huddersfield. Aged 72.

T. Savage, ex-AB, Kirby. Ships included HMS Havoc and Royal Eagle. Mentioned in Despatches.

J. Paddon, Taunton. Also chairman Coastal Forces Assn (Western Branch). Aged 65.

B. Hope, Northampton.

L. Glanville, Northampton.

R. (Tazie) Lee, secretary Beccles. Aged 70.

C. D'Vali, ex-PO, treasurer West Malling.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in March:

OPERATIONS BRANCH (SEAMAN GROUP)

To **CPO(OPS)(M)** — D. A. Earley (Dryad).

To **CPO(D)** — S. A. Bielby (Challenger).

MARINE ENGINEERING

To **CMEM(L)** — P. D. Thickett (Jupiter).

SUPPLY AND SECRETARIAT

To **CPOCK** — S. Griffiths (Warrior).

To **CPOSTD** — J. M. D. Fisher (Heron), B. J. Stone (Hermione).

SUBMARINE SERVICE

To **CPO(OPS)(S)(SM)** — M. G. Evans (JAAC Farnborough).

WRNS BRANCHES

To **CWREN WTR/CWREN WTR(G)** — S. E. Houghton (RNN Haslar).

To **CWREN DSA** — S. M. Powell (Nelson).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in February and March:

CPOMEA — P. J. C. Rogerson (Spartan), K. Warburton (Defiance FMB), P. A. Ward (Resolution Stbd), R. G. Bloomfield (Opossum), I. J. Coomber (Sultan), A. C. Cooper (Sultan), M. Cottam (Sultan), D. Gaddini (Sultan), D. Gilroy (Boxer), P. D. Hepworth (Sultan), D. G. Hogarth (Neptune NT), C. W. Jeffers (Sultan), A. Nolan (Valiant), I. R. Ottersen (Defiance FMB), D. E. Pickup (Sultan).

ACPOEWA — C. P. Beresford (Sultan), N. R. Bouckley (Sultan), A. B. Chester (Dolphin Sm Schl), G. D. McClung (Manchester), C. C. Portman (Neptune SM3).

ACPOEAL — T. J. Sadowski (Broadwood).

CPOEA(WL) — T. J. Buck (Seahawk), K. M. Davidson (820 Sqn), J. C. Elliot (707 Sqn, Heron), N. Fernandes (814 Sqn), G. C. Warner (RNAS Yeovilton).

ACPOEA(L) — P. T. Mead (800 Sqn).

CPOEA(M) — N. G. Barrow (Osprey), A. R. Davison (Osprey 829 Sqn), D. B. Duck-worth (RNAS Yeovilton), S. F. N. Hart (Osprey 829 Sqn), N. J. Phillips (Seahawk 771 Sqn), A. J. J. Sproule (Osprey 829 Sqn).

CPOEA(R) — K. B. Greer (815 Flt 241).

CPOWEA — K. Attwood (Opportunity), R. Brady (Sultan), G. Brickley (Sheffield), I. G. Chisholm (CWTA Portsmouth), D. N. Cliff (Tireless), R. J. Cobb (Defiance SMMU), P. T. F. Congerton (Invincible), S. T. Flynn (Cornwall), J. Macdonald (Dolphin Sm Schl), A. T. Manson (Glasgow), W. R. G. Norman (Argonaut), S. Purvis (RNR Tyne), S. R. Whitehouse (CTF 345), J. Wootton (Resolu-tion Stbd).

ACPOWEA — I. P. Cooper (Dolphin Sm Schl), I. J. Humphrey (Broadsword), S. Lambert (Renown Stbd), I. Marsh (Neptune SM10), R. J. Potts (Bristol), R. Spence (Scylla), M. G. Thrippleton (Broadsword).

CWAEA(WL) L. Poole (899 Sqn Heron).

CHIEF PETTY OFFICER TECHNICIAN

HMS Centurion has been notified of the following promotions to chief petty officer technician which were made in February and March:

CPOCT(L) — J. McKernan (RNU RAF Edzell).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in February for the following ratings to be promoted to acting charge chief artificer:

To **ACCMEA(L)** — R. M. Gunton (Cochrane).

To **ACCWEA** — J. G. D. Allen (Jupiter), A. W. Quigley (CWTA Portsmouth), S. M. Fair-hurst (Defiance FMB), S. T. Johnson (Coch-rane), K. S. Missenden (LRG Rosyth), J. D. Wemyss (Rosyth FEC), P. D. Keence (Collingwood), J. Devine (Rosyth FEC), G. J. Boobier (Illustrious), M. J. Cullen (Portsmouth NB), R. G. Maddison (Whale Island), A. M. O'Connor (Rosyth FEC), M. Farrell (Collingwood), C. J. Edwards (MOD CNSO SCU), C. J. K. Jones (Defiance), M. S. S. Massey (Neptune NT), R. F. Lock (Captain SM2).

To **ACCWEA(M)** — D. L. Barrett (Culdrose BDN), M. Wotton (Culdrose BDN).

To **ACCWEA(WL)** — D. Boulton (899 Sqn).

Swop Drafts



Strong effort for Music Relief Fund

WHILE many of the association's good deeds tend to go unsung, praise must go to shipmates up and down the country for raising a grand total of £43,906 for the RM School of Music Relief Fund.

This splendid effort won praise from on high at Deal and Walmer annual dinner attended by the Commandant General of the Royal Marines, Sir Martin Garrod.

As guest of honour he presided at the cheque presentation ceremony which was witnessed

Branches donate over £43,000 to Marines

by Sir Vivian Dunn (vice president of the association), Lieut.-Col Richard Dixon, the Commanding Officer RM Deal and officers of No 2 Area.

Raffle

It was a proud and happy occasion for all concerned, especially for members of Deal and Walmer.

One of them had the pleasure of presenting a cheque for

£14,223 raised by the national raffle.

A further cheque of £29,683 — money raised by branches — was presented on behalf of the association.

If membership of the association offers sailors young and old a unique brand of comradeship, it is often forgotten that built-in with membership goes a spirit of caring-confirmed by the response to the Deal bombing — second to none.

JACK'S A TRUE TROPHY WINNER

A TOP of the class award for Shipmate Jack Harris (left), seen here being presented with the Albert Roberts memorial trophy by the retiring chairman of Dewsbury, Batley and Birstall branch, Shipmate Albert Firth. The award is made annually to the shipmate voted to have done the most to benefit the branch.

Picture: The Reporter Series



Halifax meets its Waterloo

IT's a long way from Halifax in Yorkshire to Waterloo in Ontario, Canada, but strong links now exist between the two branches, thanks to Shipmate Edgar Wiles, a member of the Waterloo branch.

Though his original home was in Halifax, Shipmate Wiles emigrated to Canada in 1962, after service in the Merchant Navy. To his surprise on making a return visit to see his sister he discovered a branch of the association in Halifax, so he naturally made himself known and was warmly welcomed by fellow shipmates.

□ □ □

There was a good turn out for the first annual general meeting of the reformed Plymouth branch presided over by Commodore C. Craig, the branch president, and Shipmate G. Chatfield, secretary No 4 Area. The good news for those present was that membership is on the increase and there was good news too for Shipmate Harry Sparks, who was honoured with life membership. The branch monthly meeting takes place on the third Monday at 2000 hrs in the Royal Fleet Club, and a welcome is extended to visitors.

□ □ □

Shipmate Nick Carter, of Perth branch in W.Australia, served in HMS Exeter during the Battle of the River Plate. He had planned to visit the UK with his wife for the 50th anniversary of the battle, but illness prevented the trip. His disappointment was more than offset when fellow shipmates held a social evening in his honour during which a poem, written by Shipmate I.R.J. Hunter, was



To mark the forging of links between Halifax branch (Yorks), of Waterloo branch Ontario, Shipmate Irene O'Connor, chairman of Halifax, is seen here presenting a plaque to former Halifax man, Shipmate Edgar Wiles of Waterloo branch. Witnessing the presentation are (from left): Shipmates Irene Davies, George Cameron, Hugh O'Connor and Herbert Davis.

Picture Halifax Evening Courier

read out paying tribute to shipmate Carter's part in the heroic battle.

□ □ □

At Edenbridge annual general meeting members heard that their fund-raising had realised almost £500 in the past year which went to aid mainly, naval charities. They were also pleased to know that a donation of £175 to the RN & Rm Children's Home, at Waterloo-ville, went to fund a specific project — new crockery for the

Home. A thank you to all who gave support and a welcome to new recruit.

□ □ □

On Oct 20, Cowbridge branch will host a Trafalgar Day Parade and service for No 7 Area to which all branches are cordially invited.

□ □ □

Shipmate Lieut.-Cdr Jerry Chambers RN (Rtd), stood down a president of Braintree at the branch annual general meeting and in recognition of his work for the branch was honoured with a life vice presidency. The chairman, Shipmate John Cox, thanked members for their support in the past year, especially those who without success, worked hard to find a 'home' for the branch. Shipmate Marjorie Jones receive a vote of thanks for keeping the branch solvent.

□ □ □

The following shipmates

were elected to serve at Wigston and District annual general meeting: Dr G. Ward (president), H. Hodgkin (vice president), M. McIlroy (chairman), W. Wenlock (vice chairman), I. Barr (secretary) and J. Clayton (treasurer).

□ □ □

At Cwmbran annual general meeting the following shipmates were elected officers: A. Tremlett (chairman), J. Davies (vice chairman), and re-elected were: G. Clarke (treasurer), C. Atkinson (secretary). The branch welcomes new recruits who should contact Shipmate Atkinson, 14 Harrogate Road Newport (tel 0633-213631).

□ □ □

At Dewsbury, Batley and Birstall annual general meeting the following shipmates were elected officers: B. Hughes (chairman), J. Naylor (treasurer), J. Harris (social secretary), G. Fisher (welfare officer) H. Ellis (PRO). The Albert Roberts me-

Charlie's challenge for charity

CHARLIE Hankins, aged 70 years, has met stiff challenges in his day, but is now attempting possibly his greatest in the coming months.

The object of his challenge is to raise funds for the Royal Star and Garter Home, where he is resident, the Erskine Hospital for disabled servicemen in Glasgow, and for disabled children.

What Charlie aims to do is cover the 950 miles from Lands End to John O'Groats in his hand-propelled wheelchair and, what's more, cap this challenge by making a parachute descent and a sub-aqua dive in Loch Ness.

Charlie is seeking sponsorship from branches en route, as well as any other support which can be given, such as accompanying him along part of the journey. He plans to set off on July 21 and finish on Sept 5.

Having lost his legs, the sight of one eye and suffered gunshot wounds in the chest whilst serving in North Africa in 1943, he is well practised in courage and is looking forward to the daunting challenge ahead!

morial trophy awarded annually for the best contribution to the branch, went to Shipmate Jack Harris.

□ □ □

The bubbly flowed when Shipmates Lawrence Dixon and Dennis Barr, both of whom served in HMS Royal Sovereign at the Battle of Calabria, 1940, were reunited after 50 years. Their reunion was shared by Shipmate Ted Lewis of Epsom branch, who served with Shipmate Dixon in HMS Kenya during the Korean War. Members of the Epsom branch brought together Shipmates Dixon and Lewis.

□ □ □

The death of ex-CPO Brian Fowler was a sad blow to his fellow shipmates of York and District branch, which he had served for over nine years. Members paid their final tribute to him aboard HMS York when, escorted by the branch standard, his ashes were carried aboard by Shipmate Derek Watson, the branch vice chairman, and handed over for committal at sea off the Humber Estuary, during the ship's passage. A short service was conducted by the Reverend Jack Reed.

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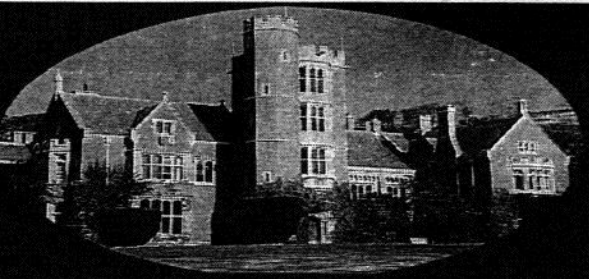
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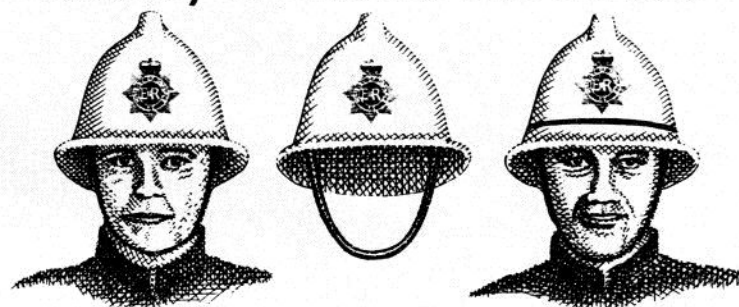
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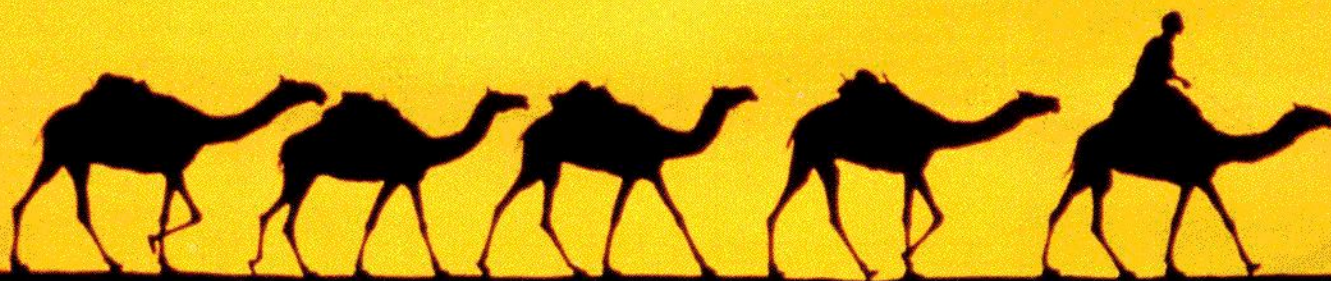
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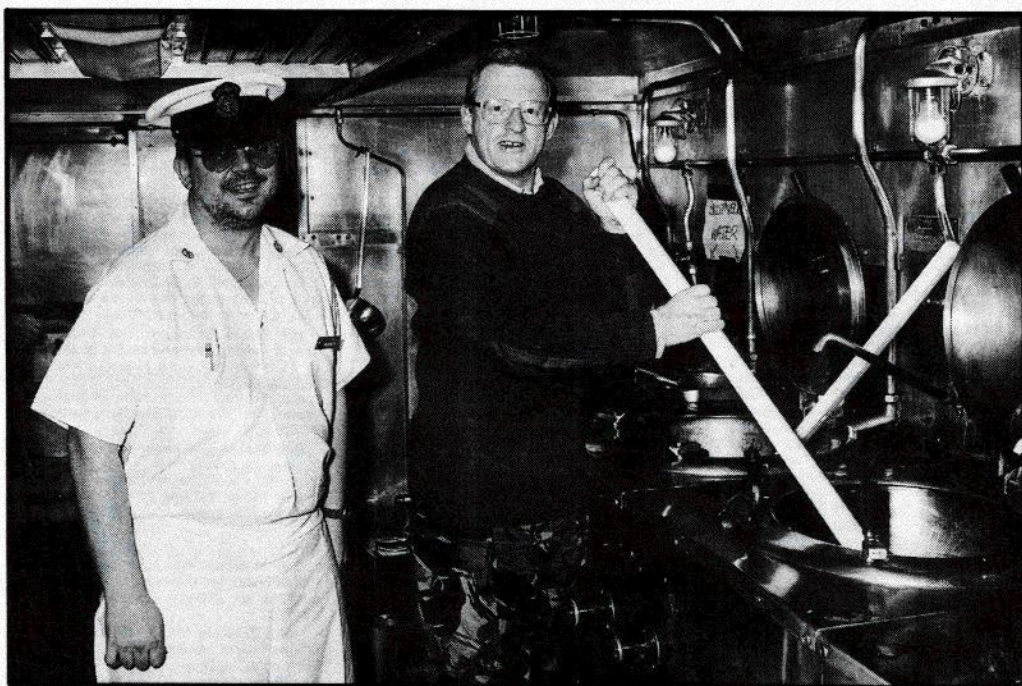
For further information, write enclosing relevant details and quoting ref no. NN 013 to: The Personnel Officer, Saudi Arabia Support Department, FREEPOST, British Aerospace, Military Aircraft Limited, Warton, Preston, Lancs PR4 1LA. Or telephone Preston 634317.



IN SAUDI ARABIA

EVERYTHING YOU MAKE IT

Stirring performance



● Mr. Tom King, the Defence Secretary, stirs a 60-man curry in the galley on board HMS Intrepid, supervised by CPOCK Bryan Kennedy.
Picture — L(Phot) Joe Mercer.

Dunkirk home is planned

A £6 million memorial home to commemorate the evacuation of troops from the beaches of Dunkirk 50 years ago is to be built in the West Country.

Progress for Merlin project

THE EH101 Merlin helicopter programme is now proceeding well despite some earlier slippages and technical difficulties, the Commons was told during the Navy debate.

It was also stated that the Government were keen to get the EH101 into service as early as possible, but it welcomed the Commons Defence Select Committee's recognition in its recent report that it would be wrong for MOD to commit itself to production until it was fully satisfied about the performance of the helicopter and its cost.

Proposed new arrangements would ensure that when it entered service with the Navy, the EH101 would be the most advanced and capable ASW helicopter in the world.

The aim is to build a 70-80 bed home as a place of peace and tranquility for the veterans as they approach the closing years of their life. Priority will be given to the most needy cases among those who suffered in 1940.

An appeal is being administered and organized by the Royal British Legion in association with the Royal Naval Association, and supported by the Dunkirk Veterans Association and the Association of Dunkirk Little Ships.

Donations

Highspot of this is the Spring Bank Holiday weekend when several thousand of those rescued from Dunkirk will return to the beaches to commemorate the evacuation.

Little ships which took part will also be there, escorted by the frigate HMS Alacrity, three Service yachts and two lifeboats.

A special 24-hour phone service is available to receive

credit card donations on 0839 800999. Donations by post should go to: Dunkirk Memorial Appeal, The Royal British Legion, Effingham, Surrey, KT24 5JP.

Carnival time for Cornwall

AFTER making a 100-mile trip up the Mississippi, the crew of the Type 22 frigate HMS Cornwall received a rousing welcome on the jetty at New Orleans.

Cornwall's arrival coincided with the last week of the famous Mardi Gras carnival season with its parades of prancing horses, marching jazz bands and astonishing double-decker illuminated floats.

The Cornwall and another four ships from Nato's Standing Naval Force Atlantic were open to the public for two days. Cornwall had more than 5,000 visitors.

New Orleans was the force's last port of call in the United States and for the Cornwall marked five months on the "other side of the pond."

Three weeks of exercises followed prior to her arrival in Halifax, Nova Scotia, Canada.

MR KING INSPECTS THE GUARD, NORTH AND SOUTH

On recent visits to the Armed Forces the Secretary of State for Defence, Mr. Tom King, has travelled from Norway to the Falkland Islands.

During a whirlwind two-day tour in Norway he visited 45 Commando Royal Marines, 539 Assault Squadron Royal Marines and HMS Intrepid, one of the Royal Navy's two amphibious ships.

The Intrepid was deployed in Norwegian waters as part of Britain's commitment to NATO to defend the Northern Flank.

In the Tank Deck Mr King saw the on-loading of troops and snow vehicles using landing craft driven by Royal Marines of 6 Assault Squadron, who are an integral part of the ship's company.

After trying on a standard Royal Marines 80lb pack, Mr. King departed as he had arrived — in a Sea King helicopter.

Days later he made the 8,000-mile flight to the Falkland Islands — a journey extended to 35 hours by a diversion to Ascension Island.

It was his first visit to the South Atlantic and he said he saw no immediate prospect of cuts in the Falklands military garrison despite the restoration of diplomatic links with Argentina.

Meanwhile it has been revealed that the crew of the ice patrol ship HMS Endurance has for several years maintained links with Argentina bases in Antarctica.

During a recent visit by the Endurance to the Argentine Antarctic base at Jubany the

sailors beat a base team in an eight-a-side soccer match.

Later, there was an exchange of gifts between Argentine and British personnel.

These, and similar contacts with Argentine military personnel have been maintained despite the fact that diplomatic relations between London and Buenos Aires were broken off in 1982, it was said by Capt. Norman Hodgson, Commanding Officer of Endurance, when the ship was in Port Stanley.

Mr. King stressed that the contacts with Argentine personnel were held in the special spirit of the Antarctica Treaty,

under which personnel from all countries engaged in research in the area co-operate in the harsh environment.

The aircraft carrier HMS Invincible has also been to Norway. Shortly after returning from a highly successful four-and-a-half-month deployment in the Caribbean the jump-jet carrier sailed for exercise Cold Winter, off the coast of Norway with the Royal Marines.

The rest of the year looks equally busy for her, with exercises in the Mediterranean and North Atlantic, and visits to Cadiz, Palma, London and Sunderland.



● Table football — Britain v. Argentina. Friendly links between the ice patrol ship HMS Endurance and the Argentine Antarctic bases have existed for years, it was revealed during Mr. King's Falklands visit. Lieut.-Cdr. Nigel Davis and Surgeon Lieut.-Cdr. Alistair Neal take on Major Hugo Casela, commander of the unit at Esperanza, and partner.

South Atlantic relief arrives

WHEN the frigate Ambuscade left the storm-battered shores of Britain for a six-month deployment to the South Atlantic she embarked a small detachment of soldiers from the Duke of Wellington's Regiment.

Entertainment on the way down came from the ship's own TV network, ably led by Lieutenants Duncan Potts and Duncan Summerton, with regular guest appearances by celebrity newscaster RO1(T) "Smiley" Miles.

However, best ratings were achieved by CPOMEA(ML) Dave Carter with his regular sketches and problem page spot.

Day early

Flight deck barbecues were held as the frigate headed further South and the welfare fund looked healthy after a village fete and horse racing night.

Ambuscade and Gold Rover — this is the RFA tanker accompanying her, not Fort Austin as we were told last month — arrived at East Cove, Falklands, a day early, much to the delight of the ship's companies of HMS Penelope and the RFA Blue Rover.

After a short maintenance period the Ambuscade started patrols in Western sea areas. A busy programme ahead includes a visit to South Georgia and a number of joint service exercises.

Top clubs

THE New Galaxy Club at HMS Warrior has been named top regional Naafi club in London in an annual competition while The Drumbeat Club at Drake took the South Western regional title.

BRIEFLY

EIGHT 30-year-old Whiskey class Soviet diesel submarines are being cut up for scrap in a shipbreaking yard at Blyth in Northumbria.

□ □ □

THE Fleet Air Arm Museum at Yeovilton, Somerset, is staging its national Aerojumble for the sixth year running, on April 21 and 22.

More than 80 stalls will be selling everything from patches and aviation clothing to books, videos, airband radios and wartime aircraft parts.

□ □ □

AN exhibition of pictures of "The Allied Navies at War, 1939-1945" is being staged in the N. R. Omell Gallery, Duke Street, St James's, London from April 3 until the 45th anniversary of VE Day on May 8.

□ □ □

THE First Sea Lord, Admiral Sir Julian Oswald, commissioned the new Joint Ocean Surveillance Information Centre (JOSIC) at Fleet Headquarters, Northwood.

Responsible for the provision of maritime intelligence to a wide range of customers, it incorporates the latest in advanced data processing technology and employs RN, RAF and civilian personnel, all of whom have been trained by the United States Navy.

A SLICE OF LIFE

TWO ship rededications after refit at Rosyth held lately were HMS Cottesmore and HMS Guernsey.

The latter featured a cake modelled in detail after the fishery protection vessel itself by LCK David Goff — pictured here.

It was cut by Mrs. Mary Godsiff, wife of the CO Lieut.-Cdr. Steve Godsiff. Among the guests were the ship's sponsor, Lady Rosemary Martin, and the Bailiff of Guernsey, Sir Charles Frossard.

And no less splendid — though of more conventional design — was the cake cut by Lady Audrey Buchanan to mark the Hunt Class mine countermeasures vessel HMS Cottesmore's return to operational duties with the Second Mine Countermeasures Squadron.





At Your Service



Reunions

HMS Blackcap (RNAS) 1942-44: A third reunion and RNA memorial service will be held on May 27 for former Wrens and RN personnel, at Appleton, Warrington. Further details from: H. Cliffe (tel. 0928-88181) or from Margaret Wall (tel. 0925-72-791446).

HMS Undaunted (1970-74): A reunion will be held at Rowner Recreation Centre, 17 Howe Road, Gosport, on June 30. For details contact Mr. Bernie Pitman, 14 Flowerfield Nunnery, Frome, Somerset BA11 4NF (tel. 0373-84809) or Snowy Clingham (tel. 0329-221709).

HMS Curlew: Through no fault of Mr. Yorky Holmes, the date of the Curlew reunion to be held at the Royal Fleet Club, Devonport, has been changed to 9/10 June. Further details from Mr. Holmes (tel. 0726-882827).

HMS Vanguard (1944-60): The third reunion will be held at Fleetwood, on Oct 6. Further details from: Mr. A. Tremlett, 16 St Augustine Road, Griffithstown, Pontypool, Gwent (04955-4905).

France/Germany Star Veterans association invites those who served in north west Europe, June 1944 to May 1945, whether RN, RM, Army or Royal Air Force personnel to become members of the association. For details contact: Mr. L. Parkinson, 130 Cranfield Road, Marus Bridge, Wigan, WN3 5QE.

HMS Wizard (1950/52) annual reunion will take place at Stoke Social Club, Plymouth, on July 28. Further details from: Mr. Eric Smallshaw, 55 Mees Square, Eccles, Manchester M30 7AF (tel. 061-789-3421).

RN Medical Branch rating and Sick Berth Staff association annual dinner takes place at Haslar on April 28. Further details from Mr. Harry Mitchell, 3 Helena Road, Southsea PO4 9RH.

HMS Brilliant (1980-84): A reunion evening will be held in the Royal Fleet Club, Devonport, on April 20, at 2000 hrs. Details from: CPO Ed Shepherd, HMS Boxer, BFPO Ships, WO Dave Swift (tel. 0705-693403), Mr. Pete Parry (tel. 0579-20896), and WO Reg Briers (tel. 0337-40403).

'Majestic' Caledonia 1937-38 association reunion will be held on May 18, at Wear Royal Naval Association Club, Roker Ave, Sunderland at 1900. Details from: Mr. Jim Duckworth, 87 The Hove, Murdishaw, Runcorn, Cheshire WA7 6EE.

TS Warspite: The old boys association reunion takes place in June. Those planning to attend contact: Marine Society, London (tel. 01-261-9535) or write, c/o Lambeth Road, London SE1 7JW.

HMS Gnessamer: The second reunion will take place on June 23. Those not on the mailing list contact: Mr. E. J. Morris, 40A Edwards Road, Whitley Bay, Tyne & Wear.

26th Destroyer Flotilla (1943-45): The seventh reunion will take place on June 9, at the Victory Club, HMS Nelson, to which former members of HM Ships Saumarez, Verulam, Virago, Vigilant, Venus, Volage, Myngs, and survivors of HMS Hardy are invited. Further details from: Mr. Jack Greenwood, The Chalet, Tyburn Lane, Pulloxhill, Beds.

London Division RNR/RNVR: The Old Hands association are holding a summer lunch on June 9. Details from: Mr. Eric Bond, 5 Alpine Close, Woodlands Road, Bickley, BR1 2AW Kent.

23rd Destroyer Flotilla (S Class): The second reunion takes place in the WO's & CPO's Mess, HMS Nelson, on June 2. Further details from: Mr. Bill Swift, 37 New Road, Lovedean, Portsmouth PO8 9RU.

HMS Antelope reunion will take place at the Royal Fleet Club, Devonport, at 2000, on June 2, tickets £9 each. Those interested contact: Mr. Bob Hutton, SO (Cash), HMS Cochrane, Rosyth, Fife KY11 2XT.

HMS Bicester (L34): The eight reunion will take place on June 2, at the Littlebury Hotel, Bicester, Oxon. Further details from: Mr. Ben Iles, 27 Inhurst Way, Tadley, Nr. Basingstoke, Hants RG26 6DF.

10th Destroyer Flotilla & Force 26: A reunion will be held in Plymouth, May 25 to 27, for former members of HM Ships Tartar, Ashanti, Eskimo, Nubian, Javelin and HMCS HAIDA Huron, Iroquois, Athabaskan, ORP Blyskawica, Piorun and HM Ships Black Prince and Bellona. Further details from: Mr. J. J. F. Bull, 1 Pearls Close, Beckton, East Ham, London.

HMS Glasgow Old Boys association reunion will take place at the Victory Club, HMS Nelson, on July 28, tickets for buffet dance £7 each. There will be a memorial service next day in St Ann's Church, Portsmouth Dockyard, followed by an informal get-together at Portsmouth RNOG Club. Further details from Mr. Allan Mercer, 89 Royal Avenue, Widnes, Cheshire WA8 8JJ, or from Mr. John Morris, Portsmouth RNOG Club.

HMS Penelope association reunion weekend was attended by 70 members and their ladies. Mr. David Belben, son of Capt. G. D. Belben RN, who was lost when the Penelope was sunk, was present and installed as president of the association. Next year's reunion will be held once again in Blackpool, Feb. 15-17. Details from Mr. Harry Pugh, 95 Chapel Road, Chapelton, Sheffield S30 4SS.

6th Destroyer Flotilla (1944-46): A reunion is being held on Oct 6, at the Royal Fleet Club, Devonport for former members of HM Ships Caesar, Cambrian, Caprice, Carron, Carysfort, Cassandra, Cavalier, Cavendish and Petard of the first commission. Contact R. Millward, 1 King St, Chester, CH1 2AH.

HMS Swiftsure (1944-46): Eight former members met for a buffet reunion lunch for the first time since the cruiser returned to the UK from the Pacific Fleet. Its success prompts a second reunion. Those interested contact: Mr. Bill Howes, 53 Cromwell Road, Hounslow, Middx TW3 3QG.

Trade Training Flight: A reunion of instructors who taught at Trade Training Flight, RAF Shawbury, is being held on Aug 4. TTF will be open in the afternoon for visitors and a buffet supper party will be held in the evening followed by a disco. Those interested contact: Trade Training Flight, Royal Air Force, Shawbury, Shrewsbury SY4 4DZ.

J & K Class Destroyers eighth reunion will be held at the RNA Hanworth Club on May 5. Details from Mr. W. Skilling, 37 The Hollands, Park Road, Hanworth, Middx TW13 6PQ.

HMS Bullen (K469): The second reunion will take place at St Edmunds Hotel, Gorleston, Gt. Yarmouth on April 28. Dinner at 6.30 p.m. Crew members not already in touch contact: Mr. C. W. Bilverstone, 31 Sands Lane, Oulton Broad, Lowestoft NR32 3ER.

HMS Collingwood Jan-June 1940: A special celebration is being held on June 8, to mark the 50th anniversary of HMS Collingwood as a training establishment. Those who served (Jan-June 1940), contact the PRO, Mrs. Hendrick, HMS Collingwood, (tel. Portsmouth 822351 ext 312).

The Rep Up Party (Dover, Haifa, Tobruk, Malta 1940-43): A fifth reunion will take place in mid-May, at the Union Jack Club, Waterloo, London. Those who wish to attend contact: 'Dash', 38A Northwood Road, Ramsgate, Kent CT12 6RX.

HMS Ocean Association: The annual general meeting will be held on Saturday, April 28 in the Nautical Club, Bishopsgate Street, Birmingham, at noon.

HMS Edinburgh Association: The 48th remembrance service and reunion dinner of the SW Area of the association will be held at Devonport on Sunday April 29. Details from A. W. R. Start, 5 Green Park Road, Plymouth, PL1 9HT.

HMS Burnham Association: To mark the 10th reunion a small stained glass window is being dedicated in the Memorial Hospital chapel, Love Lane, Burnham-on-Sea, Somerset, on April 22.

HMS Hydra (1944): In an Ostend cemetery, five of the former crew of the Hydra are buried. Their bodies were washed ashore when the ship went down off the Belgian coast, November 10, 1944. Their graves are lovingly cared for by a member of the Belgian equivalent of the Royal Naval Association who now wants to contact any of the relatives of the following: Stoker PO A. V. Lawrence, PO G. F. Ivory, AB G. F. Keble, Shipwright 3rd Class G. J. Edwards, and CPO C. A. Matthews. They should contact: Shipmate M. Hillebrandt, 39 The Grove, Brookmans Park, Hatfield, Herts ALG 7RL, who is a member of Borehamwood RNA branch.

Leicester Senior Service Club: Mr. Ken Smith, ex-RM, of 618 Simoneau Way, Orleans, Ontario, Canada K4A 1P5, who has enjoyed many stays in the club, which he says is excellent, laments the fact that it is in danger of closure because of lack of members. He advises RN and RM personnel to support the club.

HM Ships Centaur and Hermes: Mr. J. E. Oldham, 49 Ross Avenue, Leasowe, Wirral L46 2SA, wants to obtain copies of the de-commissioning books of the Centaur (1963-65) and the Hermes (1968-69), or information as to where the books can be found.

HMS Strenuous and LST 4: Mr. Ron Wootton, 21 Williton Close, Weston Favell, Northampton NN3 3BG, has tried every known source, without success, for photographs of the Strenuous and the LST4 — perhaps someone can help?

HMS Laurentic (1940): Mr. G. T. Patrick, 15 Selkirk Street, Cheltenham, Glos, has two colour slides of the last moments of the Laurentic from the painting by artist, J. Worsley, which a survivor, or relative may like.

WRENS LINK UP

THE Association of Wrens has a membership of more than 9,000, who form an exclusive club to give support and friendship.

The association has over 100 branches throughout Britain as well as eleven overseas with membership open to the WRNR, WRNVR and Queen Alexandra's Royal Naval Nursing Service.

Mrs. Yvonne Allison, the association's Membership Team Chairman, said: "The branches are an ideal place for the Wrens of today and yesterday to meet over coffee and enjoy a lively programme of events.

"As a member you'll receive the Wren magazine which helps you to keep in touch and find out what is going on in the association."

For details of the association and its reunion at Wembley in September write to The Secretary, Association of Wrens, 1a Chesham Street, London SW1 8NL, sending a stamped and addressed envelope.



Calling Old Shipmates

HMS Hargood (K582, 1943-46): Mr. D. Cooper, 10 Gaul Street, Bulwell, Nottingham NG6 8HR (tel. 0602-763103), would be pleased to hear from old shipmates with view a reunion.

Headache Operators (Writers, Special Branch), 1940-45 and WRNS (Radio Interceptors), please contact Mr. George Clark, 39 Highfield Road, Chislehurst, Kent BR7 6QY (tel. 0689-27914) with a view a reunion.

HMS Jackal (1940-42): Mr. C. Blight, 21 Trevance, Green Lane, Penryn, Cornwall TR10 8RD (tel. 0326-72188), wants to contact old shipmates with a reunion in mind (May 4) followed by the J & K's reunion on May 5, at the RNA Club, Hanworth, Middx.

30 Commando (1943) & 10th Beach Signals (1944): Mr. Ron Sunderland, ex-Yeoman, 'Coronella' Corbett Road, Kidderminster DY11 5LW wants to hear from old colleagues.

HMS Implacable (1943-6): Mr. Bill Powell, 49 Easton, Newbury, Berks RG16 8EA wants to contact ex-stoker, Peter Davidson of Berwick Upon Tweed.

HM Ships Chesterfield (1940) and Arbitrator: Mr. A. Dennison, 135 Two Ball Lons, Fenham, Newcastle on Tyne, NE4 9RS would be pleased to hear from old shipmates of Signal Branch who served in the Chesterfield under Cdr. Gleave RNR, also of the Arbitrator.

Cooks Branch (1932-54): Mr. H. G. (George) Macey, ex-CPOCK, 8 Victoria Scott Court, Perry Street, Crayford, Kent DA1 4SH would welcome news of old shipmates.

HMS Narvik (1952): Will ship's company from 'Operation Hurricane', Britain's first atomic test, Oct 3, 1952, at the Monte Bello Islands, please contact: Mr. Sid Hardwick, 20 Edinburgh Road, Portsmouth, Hants PO1 1DE.

HMS Scorpion (1943): A survivor of the German battleship Scharnhorst, sunk at North Cape, Dec 26, 1943, who was rescued by HMS Scorpion, would like to contact any of the ship's company. They should write to: Mr. B. W. Catling, 24 Dale Lane, Appleton, Warrington, Cheshire WA4 3DG (tel. 0925-64317).

HMS Arrow (1941-43): Mr. W. Grainger, 39 Benacre Road, Ipswich, Suffolk IP3 9LX, who served during the Algiers Bay, Middlebrough, Madagascar Run, would be pleased to hear from old shipmates.

Freetown (1942-44): Mr. Bill 'Ginger' Denwood, Glebe House, Camp St, Maryport, Cumbria, would like to hear from any TL(S) who survived malaria, and torpedo at Aberdeen No 2 WT Station, Freetown, Sierra Leone.

RN Window Ladder Display Team (1960): To mark the 30th anniversary of the team which performed at the Royal Tournament, Mr. M. 'Georgie' George, one of the team members, would like to contact those billeted with him in Jervis Block during training in the Victory gym in HMS Nelson. His address is: 2 Hollinside Close, Salters Lane, Stockton, Cleveland.

HMS Maplin (1941-42): Mr. T. Gates, 'Gates Thomas', 124 Lakeview Cres, Nanaimo, BC V9S 5N7 Canada, wants to contact Patrick Keen of South Wales, or any former shipmates of the catapult ship.

HMS Charybdis (1975-77): Ex-LS(S) S. Fleming, 288 Mudford Road, Yeovil, Somerset BA21 4NT, would be welcome news of old shipmates.

HMS Royal Oak and Aden & Colombo Fort WTs: Mr. J. 'Stan' Dunn, 62 Calvert Road, Hull, E. Yorks HU5 5DD, would appreciate contact with old telegraphist shipmates, especially 'Horse' Elkins and 'Spike' Hadden. He served in HMS Royal Oak (1929/32), Aden WT (1935/39) and Colombo Fort WT (1939/43).

HMS illustrious (1944-45): Mr. Ted Elliott, 17 Briar Cross Blvd, Agincourt, Ontario, Canada M1S 3K1, would like to contact old shipmates, especially Pete Luckett, Brangan, Leahy and 'Ginger' Harris.

HMS Ceylon (1950-52): Mr. Terry O'Sullivan, 4 Hopetoun St, Oak Flats N.S.W. 2529, Australia, wants to get in touch with old shipmates of the Ceylon who served during the Korean War, when he visits the UK early next year, especially Stokers of Mess 22.

HMS Seanymp (1943-45): Mr. E. Warren, 147 Beresford Ave, Skegness, Lincolnshire PE25 3JN, would welcome news of former crew members.

HMS Cossack (1938-40): Mr. Harry Jowett, 3 Towers Lane, Crofton, Wakefield, W. Yorks WF4 1PT, served in the Cossack from her commissioning during the second Battle of Narvik, would be pleased to hear from old shipmates.

HMS Oakham Castle 1945-47): Mr. I. Wicheard, 26 Northleaze, Corsham, Wilts, would appreciate news of old shipmates, especially of Stokers Mess.

LCAs 50 and 64 (1942-43): Mr. R. Clough, 8 Tees Crescent, South Stanley, Co Durham DH9 6JH, who served the 50th LCA (HM Ship Ulster Monarch), and in the 64th LCA at Sicily (1943), wants to trace ex-AB Joe Larkin, of Middlesbrough, Jimmy Leach of Blackburn, and Lsto Henry Hall of Bournemouth, his best mate.

RN UP Party (Dover, Torbruk, Haifa, Malta - 1940-43): Mr. D. Reeves-Tyler, 38a Northwood Road, Ramsgate, Kent CT12 6RX, would welcome news of former members of the UP Party.

HMS Shoreham (1942): Mrs. L. Wray, 17 Chatsworth Ave, Sidcup, Kent, DA15 9BS, wants to contact, on behalf of her father, ex-AB J. H. 'Jim' Sargeant, his old shipmate Ron Morgan, formerly of Liverpool/Cheshire.

Fleet Air Arm (Kirkham): Mr. Brian Kearney, of Canada, who will be attending a reunion at Lee-on-Solent, in May, wants to contact his wartime mate, 'Tony' Robson who trained with him as an armourer at Kirkham after which they were posted to Yarmouth, Nova Scotia, Canada, then back to Lee-on-Solent, after which they lost touch. If anyone can help contact: Mr. John Marshall, 199 Ashcroft Square, King Street, Hammersmith, London W6 0YW.

HMS Collingwood (V/S 74): Mr. Jack 'Bunts' Mather, 9 Torbreck Street, Bella-houston, Glasgow G52 1DR, wants to contact old shipmates of HM ships Anne Melville, Camellia and Laurana.

RN Patrol Services: The Scarborough branch meets on the first Sat of the month at 11 am in the Lord Nelson Hotel, Fore-shore, Scarborough, and welcomes new recruits. Further details from: Shipmate Ron Wood, 64 Franklin Street, Scarborough, YO12 8JN.

RAF Credenhill Hereford 1941: Mr. Jim Bunce, 12 Briar Close, Undy-Magor, near Newport, Gwent, wants to contact ex-classes of 26, 27 and 28 classes.

893 Naval Air Squadron (1966): Mr. Mike Duke, ex-CPOWTR, 52 Hatherleigh Road, St Thomas, Exeter, Devon, EX2 9LA, wants to get in touch with Bob Burlingham, ex-PO(AE) who has moved from his last known address at Ipswich during the past 18 months.

HMS Cabbala (1946-48): Mr. F. Hallett, 96 Lesh Lane, Newbarns Estate, Barrow-in-Furness, Cumbria LA1 9EG, would like to hear from officers, WRNS and members of the ship's company.

Mr. J. Perks, 36 Ashfield Crescent, Woollescote, Stourbridge, W. Midlands DY9 9AZ, wants to get in touch with Mr. and Mrs. John F. Toner. He was best man at their wedding in Howorth, Yorks on April 11, 1967.

HMS Orion (1943-44): Mr. G. A. Monk, 23 Hollydene, Aspull, Wigan WW2 1SU, would welcome news of old shipmates, especially Ron Pakay and Frank Lowton, also of HMS Rutherford.

SOCA, New Zealand: Mr. Sam Lawton, president of the New Zealand branch of SOCA, says that a (hopefully temporary) disability at present prevents him from answering letters from old friends, to whom he extends greetings.



Over to You

Bermuda Museum: Gifts of old photographs of ships at HMS Malabar, Bermuda, or pictures of the dockyard, would be welcomed by the Bermuda Maritime Museum, c/o HMS Malabar, BFPO 162, London.

Hullavington training: A. E. Bishop, 8 The Lawns, Hillcrest Park, Alcester Road, Wythall, near Birmingham, wishes to contact ex-Fleet Air Arm pilot Lieut. T. G. Brocklebank, RNRV, who trained with "Bish" Bishop at Hullavington, Wilts., in 1940-41.

Arctic Campaign: Details of the Arctic Campaign Memorial Trust, whose aims include placing a memorial in a London church, are available from Mr. R. Wren, 13 Sherwood Avenue, Potters Bar, Herts, EN6 2LD.

PoW's Appeal: Ex-Sgt. Tom Kelly, (Royal Artillery), of 55 Clare Crescent, Leatherhead, Surrey, would like to hear from members of the Wrens; Mess which "adopted" him, writing letters while he was a PoW in Germany and later visiting him in a sanatorium at Aldingbourne House, Sussex.

Knitting: If you want to learn to tie a reef knot instead of a 'granny', or like swapping ideas about knots and rope work, the International Guild of Knot Tyers, welcomes new recruits. Formed in 1982, the Guild boasts about 500 members worldwide. Details from: Mr. Frank Harris, 14 Games House, Springfield Grove, Charlton, London SE7 7TN.

SSAFA Challenge Run 1990: Members of regular, reserve, cadet forces, emergency services, scouts, guides and their families are invited to take part in a sponsored team run, from Osmotherley to Newton-under-Rosberry on July 7, a distance of 20 miles. Each team must have six members and the challenge is open to those under and over 18 years. The first team will set off at 8am from Osmotherley and hopefully claim the trophy won by the Gunners in the 1989 run. Details and application forms from: Cleveland Soldiers' Sailors' and Airmen's Family Association, TA Centre, Stockton Road, Middlesbrough, Cleveland TS5 4AD.

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Lieut.-Cdr. John Hunt RNR., representing the commanding officer and ship's company of the Exeter RNR Unit, is pictured handing over the unusual gift to WO Ian Brooks, the Pellew Divisional Officer.

The engraving is being carried by SEA Rupert Coleman and SEA John Macarthur.

Service personnel at risk on the roads

A Tri-service report on injuries and fatalities in road traffic accidents (RTA's) shows that this is still the major cause of death to Servicemen.

Although the report shows an encouraging downward trend, from a total of 310 deaths in 1988, 73 were caused as a result of RTA's (25 per cent.).

Men aged from 20 to 24 are the group most at risk and 70 per cent. of RTA injuries and deaths arose from accidents involving privately-owned vehicles driven when the personnel involved were off duty.

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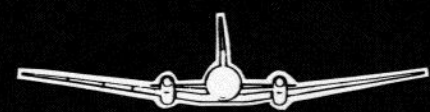
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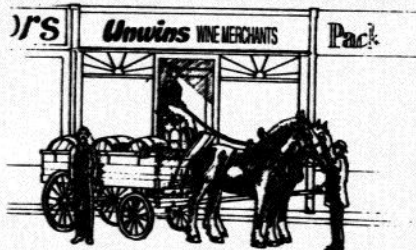
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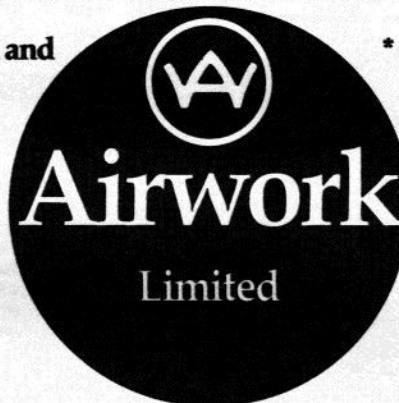
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FEW BRIGHT SPOTS BUT BOXING HITS THE DOLDRUMS

FOLLOWING the retirement of middleweight Mne. Mark Edwards prior to the Combined Services Boxing Association championships at HMS Dryad, another Marine emerged from Edwards' shadow to win his first CSBA title.

Mne. Gary Grounds (42 Cdo.) fought his heart out against Army big-hitter Pte. Glen Williams. It was a close affair with Grounds coming through on superior strength and skill.

AB Quinton Shillingford (Onyx) moved up a weight from last year to win the light welterweight division. Shillingford boxed with blistering speed of hands and feet, winning the first and second rounds well.

His opponent, LCpl. Sean Gallagher (Army), who had defeated Shillingford only two weeks previously in the RN v Army team match, put in a storming performance in the third to make the points decision a close one. The judges gave the round to Shillingford 59-58.

Following the unfortunate injury to reigning CSBA and ABA finalist Mne. Les Hudson and his enforced retirement from the sport, the Navy could only compete at two other weights. At featherweight, CK J. J. Miller (Neptune) lost to Cpl. Alan Lesbirel (Army) in an exact repeat of their contest two weeks previously.

At heavyweight AEM Andy Shields had a storming first round against LCpl. Steve Burford in another Army v Navy rematch. But he ran out of steam and was retired by his corner halfway through the third.

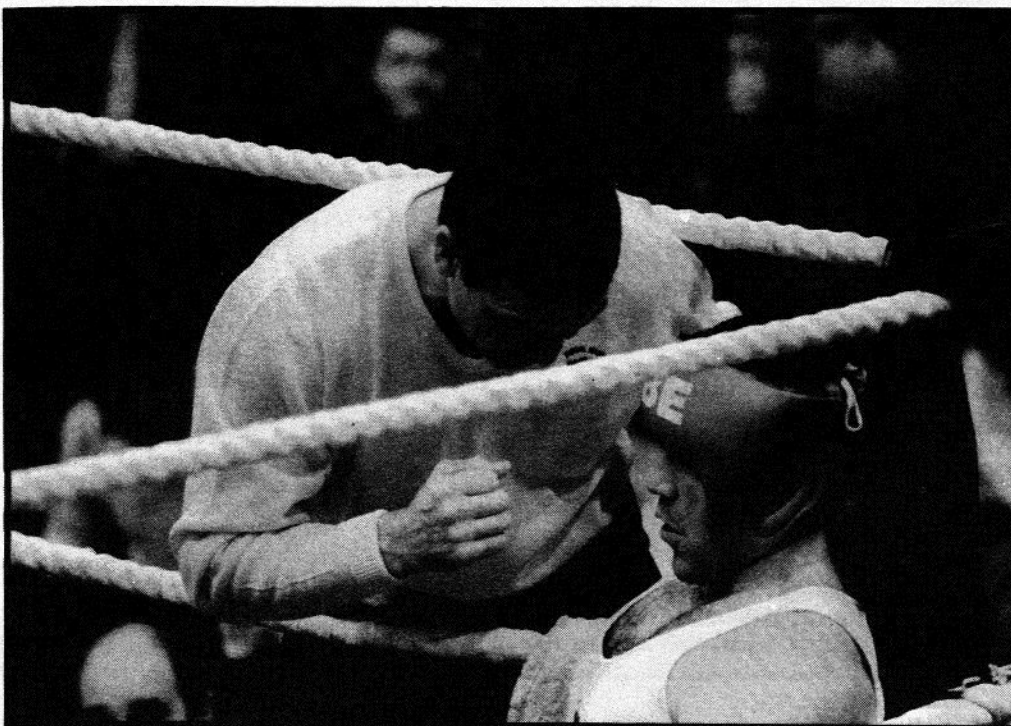
LCpl. Steve Fulthorpe (RM Eastney) came into the Navy squad at two days' notice, hoping to make light-heavyweight. He lost a stone over two days, but was still a pound outside the weight limit and so took part in a special contest against Cpl. Taylor (RAF).

Taylor was eventual winner of the light-heavyweight proper with a walkover. In the special bout he only narrowly beat Fulthorpe, who hadn't boxed for four months.

Hopes dashed

Navy interest in the ABA finals died at HMS Daedalus as all three naval representatives in the Combined Services team lost their bouts in the match against Western Counties, writes *Lieut. Duncan Forer*.

Gary Grounds was unlucky to lose his bout against Seymour Johnson of Gloucester



Royal Navy boxing coach, Sgt. Leo Toms, has words of advice and encouragement for L/Cpl. Steve Fulthorpe during the CSBA championships at HMS Dryad.

Picture: Lieut.-Cdr. Nigel Huxtable

ABC. Johnson had gained a controversial decision over Mne. Mark Edwards last year and Grounds received a similar fate at this year's quarter final.

There was, however, no doubt about the defeat of the other two RN men. Quinton Shillingford came up against a promising puncher in Adrian Stone and could find no

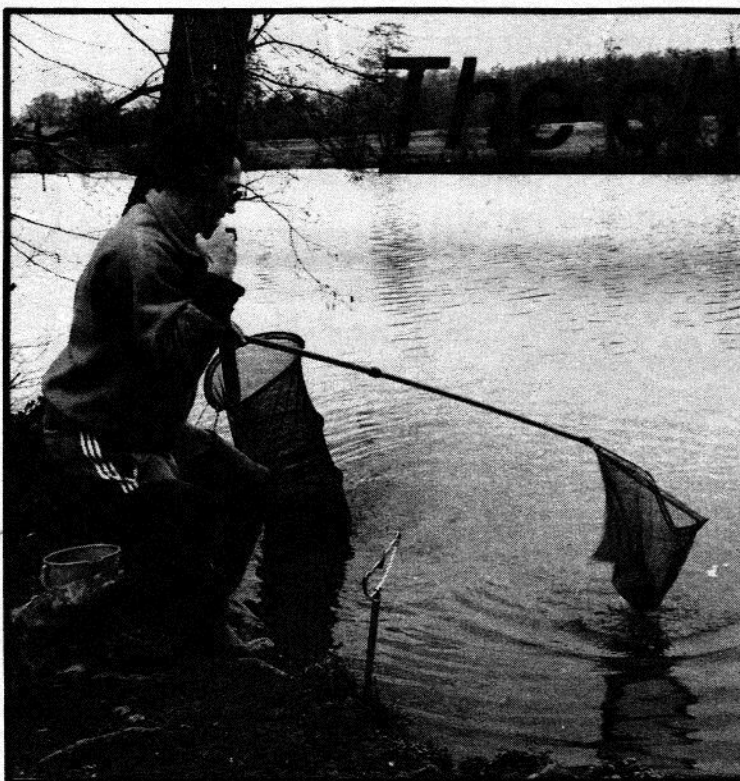
counter against his power.

The stocky Stone, of Bristol Empire ABC, sporting a black strip and Tyson haircut, produced some rasping rights which dropped the AB in the first and second, before he finished the fight with a left hook KO.

Obviously delighted with himself, Stone celebrated his

victory with some impressive acrobatics. He looks a promising prospect.

Late replacement in the CSBA team, Mne. Brian McDermott was overpowered by heavyweight Andrew Thompson (Bath ABC), who forced him to take three standing counts before the referee stopped the contest in the first.



The charity angle!

NAVAL Air Command's Coarse Angling Charity Shield event was held at Southwick Park Naval Recreation Centre, HMS Dryad, and produced a good day's sport and over £2,000 for the National Society for the Prevention of Cruelty to Children.

The cheque, which was handed over by Capt. Christopher Esplin-Jones, CO of HMS Daedalus, represented total money raised from each competitor's individual sponsorship, a waiving of all entry fees, various donations from NAC funds and a raffle on the day.

Individual sponsorship was this year's theme and the trophy for top fund raiser went to LCK Clive Cunningham (Yeovilton), whose pledges totalled £205.

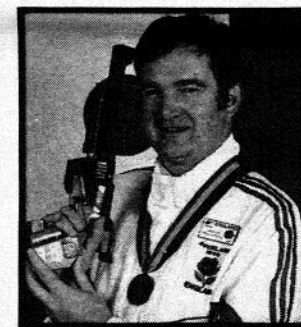
A freezing wind made conditions very difficult on the day but the 54 competitors were not deterred and collectively caught 385lbs of carp ranging from 1lb to 7lb.

Eventual winner was CPO Pete Rogers (Portland), who weighed in with 29lb 11oz from Peg 34. Second was Lieut. Mike Martin (Daedalus) on 27lb 5oz from Peg 27, third was Mr Pete Denman (Yeovilton) on 25lb 8oz from Peg 58 and fourth was LA Norman Oaks (Yeovilton) on 23lb 2oz from Peg 57 (pictured left).

This was a great day for anglers and charity alike and it is hoped the event will remain an annual outing. Thanks to all sponsors.

CRACK SHOT MADE MARK

CRACK shot Lieut.-Cdr. David Lowe returned from the Commonwealth Games in New Zealand with a bronze medal for the air pistol competition.



David, who works at the Aircraft Support Executive, RN air station Yeovilton, also came a creditable fifth in the free pistol.

Before the Games began he took part in the air pistol badge match, taking on competition from all other participating nations under match conditions, and won the event with a personal best score of 585 points.

Sport in brief

FIRST instalment of the £150,000 sponsorship deal for Navy sport from Lambs Navy Rum has been handed over at Greenwich Royal Naval College.

Sir Derrick Holden-Brown, chairman of the Allied Lyons Group, handed a cheque for £50,000 to the Second Sea Lord and President of the Sports Control Board, Admiral Sir Brian Brown.

The money will be used to benefit Commands and Sports Associations, across the board.

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TRIALS for this season's Under 25 cricket team will be held at the US Ground, Portsmouth, on April 20/21, with a match against United Services Portsmouth on April 22.

Players wishing to attend should contact Lieut.-Cdr. P. A. H. Piercy, team manager, on Sultan ext. 2279, or Lieut.-Cdr. P. J. W. Danks on PNB ext. 22671.

Players new to the area and interested in playing for United Services Portsmouth are welcome to attend this weekend, where they will meet the club captain, Lieut. Tony Izzard. Players unable to attend can contact him on Centurion ext. 2334.

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AS ANOTHER soccer season comes to a close, the Royal Navy Football Referees' Society again faces the recurrent problem of a shortage of referees, within the RN and nationwide.

As in past years, about 30 of those currently refereeing are not expected to continue next season. In a bid to offset this, the RNFRS has organised two Referee Qualifying Courses — the first to be held at RNAS Yeovilton on May 18/20 and the second scheduled for RNH Haslar in October.

Any candidates wishing to attend the May course — and the only prerequisite is a love of the game — should send their names to PO J. W. Martin, Secretary/Treasurer RNFRS, Engineering Training School, RNAS Yeovilton, Ilchester, Somerset BA228HT. Tel. Ilchester 840551 ext. Yeovilton 6245.

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SATQUOTE British Defender, the Combined Services challenge in the Whitbread Round the World Yacht Race, is going well in fifth place as the competitors head for Florida.

Now in the penultimate leg of the race, the crews have the particularly gruelling Auckland to Punta del Este, Uruguay, voyage behind them, during which they had to round the Horn. For Satquote, there was a welcome "meeting" with HMS Ambuscade.

The yachts should reach Fort Lauderdale between April 13 and 21.

YOUTH XI OFF TO DALLAS

FOR the third year running, the RN Youth Soccer Team defeated the Army in a game played at frantic pace.

The Navy won 3-0 with a fine individual goal by AEM Welsby (Heron) and goals by AEM Donald and MEA/APP Oxley (HMS Sultan).

In the South West Counties Cup competition RN Youth have defeated Somerset 2-0 and Dorset 4-0 and, in a very close encounter with Devon, finally lost 2-1 to a hotly disputed penalty decision.

In the Home Counties Cup Competition RN Youth have defeated Sussex 2-1 and have lost to Kent 2-1 and Essex 2-0.

On April 4 Royal Navy Youth depart for their tenth appearance in the Dallas International Youth Soccer Tournament, which attracts teams from the USSR, China, Germany and South America.

HOLDERS' hopes squashed

CTCRM Lymptone was the setting for the final of the Navy Squash Knock-out, in which the home team took on HMS Nelson.

Cup holder for the past two years, Nelson was not as strongly represented as previously, and with Navy No. 1 Lieut. Stuart James and new cap Colour Sgt Alan Dunphy in their side, the Marines looked to be favourites.

WOPT Nobby Hall played a long match against James, just losing 3-2. Matters were equalled when CPO Tony Pritchard beat Cpl. Gary Piercy 3-2.

Mne. Mark Long put the Royals back ahead with his victory over C/Sgt. Shiner Wright. Dunphy and Lieut. Mike Farrage RN consolidated the lead with wins over WOPT Tim Web and LPT Ian Binks respectively.

Royal Marines Squash Chairman Cdr. Mike Roberts



presented the John Jacques Trophy to a Royal Marines side for the first time and Stuart James collected the cup (see picture).

Hosted by RAF Germany Squash Rackets Association, the inaugural Pentagonal Squash Tournament took

place at Krefeld, near RAF Rheindalen.

The RN players won two and lost two of their matches, coming second overall. The event was won by RAF Support Command, a team the Navy had beaten 3-2.

STILL ROOM IN SALLE

FINAL of the RN Fencing Inter-Unit Team Knockout was held at HMS Nelson and eight of the teams which qualified during the Command Championships took part.

The competition was fought in three pools and the individual pool winners were as follows — sabre: WO Tony Sidall (Drake); foil: Sub Lieut. Eugene King (RNEC); and epee: Capt. John McGrath (RNEC).

Team placings were as follows: 1, HMS Drake; 2, RNEC; 3, HMS London; equal 4, HMS Sultan and HMS Dolphin; 6, HMS Neptune A; 7, HMS Collingwood; and 8, HMS Neptune B.

The competition was a

great success for RN fencing and it is hoped that many of the competitors will be taking part in the RN Individual Championships, to be held in the fencing salle at HMS Nelson on May 11-13. All established and new fencers are invited to compete. Entries to Lieut. S. Orridge on Sultan ext. 2422.

Anyone in the Portsmouth area wanting information on fencing should apply to him for details of local club nights.

Navy sings those Twickenham blues

WHILE shirts on the winning team may not have been blue the air around Navy spectators certainly was after the Army's astonishing 16-7 win in the Willis Faber Trophy match at Twickenham, *writes Lieut.-Cdr. John Clark.*

The Navy arrived at Twickenham with a good record of five wins and a draw in their post Christmas run up to the inter-services championship and with a side that looked set to regain the trophy after two bleak years of coming second.

The Army, fielding seven new caps, were in contrast with the Navy who, unusually, had a starting line up of 15 capped players, but such factors count for little in the pressure cooker atmosphere of an Army/Navy game at Twickenham.

In front of a record crowd, variously reported as being between 12,500 and 15,000, it was the Army that were first into their stride, mounting several raids under high kicks floated towards the Navy line on the strong following wind.

It was from one of these speculative "up and unders" that the Army's first score came when the normally safe Navy defence fluffed the catch on their own line and contrived to

juggle the ball into the grateful hands of Sgt. Spowart, the Army centre.

Rugby

In spite of this early set back the Navy took the game to the Army and some superb handling moves by the forwards worked the ball the full length of the field to the Army line only to have the half time whistle cut short a period of Navy pressure that looked certain to end in a score.

The second half proceeded much as the first with two very good packs effectively canceling each other out and the result hanging on which set of backs could gain the superiority. In fact skill had little to do with the outcome as the Army, taking full advantage of two monstrous pieces of good fortune, scored two tries in the second half to one by the Navy.

The first Army try came from an accurate but frustratingly short drop goal attempt that bounced off the Navy cross bar straight into the arms of

Lieut. Hopkin, the Army centre, who had only to touch down for the score.

Their second came late in the game when a poor Navy pass again found the arms of Hopkin who scampered 60 meters unopposed to score between the posts.

It was ironic that the only well constructed score of the afternoon came from the Navy. After some excellent driving forward play by a pack that had suffered some disruption when injuries forced the replacement of LPT Russell (Raleigh) by POPT Steve Jones (Drake) and Cpl. Steve Trench (40 Cdo) by Second Lieut. Mike Tanner (Leicester University), who came on for his first cap, the ball broke to the Navy captain Lieut. Chris Alcock (Seahawk).

Taking it wide on the outside with only POWtr John Hirst (Nelson) in support, he executed a perfect loop move with Hirst to outwit the Army defence and score in the corner.

With the Army converting two of their tries and POMEA Andy Kellett (Brilliant) kicking



Picture: Lieut.-Cdr. John Clark

Mne. Bob Armstrong beats Maj. Brian McCall, the Army captain, to the ball during the Army/Navy game at Twickers. Other Navy players in the photo (from left) are POWtr. John Hirst, LPT Ivan Torpey, Cpl. Steve Trench and LPT Ian Russell.

a penalty, the Navy slipped to defeat in a game they could have won. Perhaps the most apt comment is one that came from an Army official, who, after the match, said, "Boy, we were lucky to get away with that!!"

CAPTAINS' TABLE!

TWO former international rugby players and former captains of the RN rugby team were guests of the Willis Group, sponsors of the Army/Navy game, at this year's pre-match luncheon in the Rose Room at Twickenham.

Malcolm Thomas (RN Captain 1951/52), on the left, and D. T. "Squire" Wilkins (RN Captain 1953) were both internationals in the fifties, with Malcolm being selected for Wales and the British Lions and Squire appearing for England.



BACKSTROKE SILVER

SWIMMERS representing the Royal Navy Amateur Swimming Association entered the Southern Counties Open Masters Championships at Crystal Palace.

Highlight of the team's effort was a silver for Lieut. Bob Sherwood (Daedalus) in the mens 45-49 years 100m backstroke.

Lieut.-Cdr. Peter Stephens (DGSW(N)) achieved a bronze in the mens 40-44 years 100m butterfly and the mens 100m breaststroke. He also gained a bronze in the 4x50m medley team, in which he was joined by Sherwood, PO Tim Quinn (Daedalus) and AEM Bryan Pummell (Portland).

Other swimmers were WO Barry Blanden (Osprey), who competed in seven individual events and seven team races, and Lieut. Ron Kimber (DST/W).

The next masters events for the RNASA will take place at the Isle of Wight (April 20/21) and Leeds (June 22/23). Anyone interested in taking part should contact CPO Peter Crowley at HMS Temeraire ext 25912.

Tribute to Gill

SURGEON Lieut.-Cdr.(D) Gill Boswell of HMS Heron has been voted athlete of the year by the Atlanta Fareham Athletics Club, for whom she competes. Gill, who is primarily a



heptathlete, achieved considerable success in both heptathlon and athletics events during the 1989 season. After winning the Somerset County Heptathlon Championships in May, she went on to take first place in the County Athletics Championships' 100m hurdles, long jump and high jump events. She was awarded county colours in July.

In the Navy Championships Gill won the same three events and she gained second place in all three at the Inter-Services Athletics Championships. In the Inter-Services Heptathlon Championships she not only took the title but also set a new RN(W) record of 4,233 points.

Clean pair of heels?

OFFICIAL charity of this year's London Marathon is the RAF Benevolent Fund, which is providing changing and showering facilities in a marquee adjacent to the finishing line.

Any Servicemen and women wishing to take advantage of this kind offer should contact Cdr. Brian Davies on Daedalus ext. 4182.

FAST AND FURIOUS FOOTBALL

But RAF takes inter-service game

CONVINCING wins against Dorset 2-0 at Dorchester and Somerset 3-0 at Portsmouth began the Royal Navy's defence of their Group A title in the South West Counties Championship, *writes Lieut.-Cdr. Jim Danks.*

But in the match which decided the winners of the group, they narrowly lost 2-1 to Sussex at Lancing.

After a goalless first half at Dorchester, NAM Gary Hampson (who plays for Dorchester FC) sprinted more than half the length of the field before sending over a cross which LWtr. Paul Benson headed home from close range.

AB Kevin O'Donnell then beat the offside trap and his low cross was met by Hampson, who scored the second.

A very strong wind hampered ball-control in the Navy's match against Somerset. Again the first half was goalless. With their backs to the wind in the second, the Navy went ahead when LPT Nick Haigh's opportunism in the area resulted in two fine goals within three minutes.

Cpl. Russell Wilson gave the Navy a perhaps flattering 3-0 victory when he dribbled past Ollis, the Somerset keeper, and netted from a narrow angle.

A victory for Sussex in the Lancing match would make them group winners, while an RN victory would almost ensure them of the title. Sussex got the start they wanted with a goal after just 10 minutes.

The game was played at a frantic pace and the woodwork twice denied the Navy forwards. The RN began the second half in a more positive

Soccer

mood and were rewarded when a strong shot from Cpl. Russell provided a fortunate equaliser.

A substitute restored the lead for Sussex and despite much effort from the Navy team the equaliser failed to come. So, Sussex avenged their defeat at Portsmouth last season.

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The RN played host to the RAF in the first Inter-Service Tournament match, which the airmen began in positive fashion, taking the lead after 12 minutes.

Ten minutes later the Navy equalised, when skipper Sgt. Tiv Lowe passed to Haigh, who scored with a strong shot from 25 yards.

Play was fast and furious as the second half began. The RAF regained the lead when Cpl. Steve Thompson steered the ball past Navy keeper, MEM Jason White.

The determination of the Navy side was seen to good effect, however, when they

equalised within a minute — Lowe laying the ball into the path of scorer Benson.

The tempo of the game stepped up and the RAF were rather fortunate when LPT Steve Riley, who was having a commanding game at the heart of the Navy defence, headed past his own goalkeeper. Five minutes later Mallinson added a fourth.

O'Donnell came off the subs bench and POWEM Steve Johnson was pushed forward into attack. O'Donnell punished a defence error and sent a crashing left foot shot into the RAF net. But despite intense Navy pressure the RAF held out to record a 4-3 win.

As in last season's match they had won by the odd goal; and again as last year the Navy had conceded an own goal!!

This was a typically hard-fought Inter-Services match — sponsored by Allied Beer Brands Ltd — and the excellent goals pleased the good-sized crowd. Lady Fieldhouse presented the Cassar Cup to Cpl. Alan Pluckrose, RAF skipper.

Navy caps were awarded to MEM Jason White, POPT Arthur McGoff (DNPTS Staff) and AB Paul Willetts (Danae).

Ten on the run...

RUNNING up a remarkable record for himself is Lieut. Chris Robison, who has won the Royal Navy cross country championship on ten consecutive occasions.

Chris has also this year finished third in the Midland Counties, third in the Inter-Counties, second in the Inter-Services and an excellent thirteenth in the National Cross Country Championships at Roundhay Park, Leeds.

At Leeds, Chris was joined by Cpl. Dave Neal 41st, PO Richard Hesleden 227th, former Lieut. Terry Osborne 369th, former Mmc. Ray Owen 475th, Cpl. Dave Bennett 501st, CPO Terry Pares 707th and Cpl. Chris Cook 976th, placing RNAC 38th. Over 250 teams competed.

In addition to the RNAC's success in the Westward League, the club, competing in the Hampshire League at Tweseldown, finished ninth in Division 1 and will therefore

remain in the top division for next year.

Wives v Wrens

PEMBROKE Ladies netball team, made up of Navy wives living in the Gosport area, played their first match together against a team of Dolphin Wrens and won 23-28.

The match, played on the Wrens' home ground, was fast and friendly, with Pembroke falling behind only once — in the third quarter. Pembroke Ladies will next meet Daedalus WRNS.

Travel discounts with coach card

A FORCES Coach Card scheme which starts this month offers a discount of about a third on standard fares for nearly all National Express and Caledonian Express Stagecoach services in mainland Britain for off duty travel.

While the scheme will run initially for three years, National Express will review it after a year and as part of this trial period only 100,000 cards will be available for issue within the three Services. Units are therefore being encouraged to seek applications

from people who intend to use the facility regularly in preference to those who may use the card infrequently.

Wives

Those eligible for the card include all members of the

Regular Forces, and wives and husbands of all personnel in marital category 1.

Dependant children are not eligible. But children under five travel free, provided they do not occupy a separate seat, and children aged 5-15 receive normal child discount rate (full fare discounted by 33 per cent) without requiring the card.

Dependants aged 16-23 can purchase the generally available Young Persons' Coach Card

which has similar benefits to the Forces Coach Card. The current price is £5.

Fares

Some restrictions may be placed on the level of discount offered by the Forces Coach Card when special or local fares already apply.

Arrangements for issue of the cards and full administrative details are provided in DCI(JS) 37/90.

Endeavour 90 goes global

EARLY this month the Dartmouth Training Squadron set off north from Hong Kong for visits to Japan, Korea, Canada, USA and Mexico as part of a six month deployment.

Taking part in Endeavour 90 are the Type 82 destroyer HMS Bristol and the frigates HMS Ariadne and HMS Minerva with a total of 148 Officers Under Training (OUTs).

After an operational visit to Gibraltar, the Bristol sailed for Port Said in Egypt and then on to Jeddah where their visit was the first by a Royal Navy warship for seven years.

Kovalam beach, in Kerala, India, was the venue for a more leisurely break in the sun after which the three ships of the squadron rendezvoused in Singapore.

On leaving Singapore they headed for Hong Kong for an

extended maintenance period and to embark a new term of OUTs from Dartmouth.

The squadron returns home in July via the Panama Canal.

NAVY'S FIRST CIRCUIT JUDGE

CAPTAIN Tony Thorpe has become the Royal Navy's first full career officer to be appointed a Crown Court Judge.

Until 1987 he was Chief Naval Judge Advocate as well as Assistant Recorder in Maidstone Crown Court and then became Secretary to the Commander-in-Chief Naval Home Command.

Capt. Thorpe leaves the Royal Navy this month and joins the South Eastern Circuit.

New kit for old

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that KUA, which had served well in the past, had now had its day.

Amounts of KUA spent by people differ according to their job, the rig they normally wear — and how particular they are about their uniform. But all in the same category (for example men dressed as Seamen) are paid the same KUA rates.

While some people consider these rates at least sufficient, many do not.

The decision also recognises that dress standards are probably worse than they should be, as KUA tends to encourage people to carry on wearing kit, especially No. 8s, after it has started to become shabby.

There is also evidence of a wide gap between the total amount of KUA paid out and the total sum spent on replacement uniform, so an increase in KUA could not be justified.

The study came down strongly in favour of "one for one" after a long look at possible snags to make sure it represented a better deal for customers.

As details of the new system are worked out, clothing stocks will be adjusted to handle changes in demand.

The Army and RAF already operate "one for one" systems similar but not identical to each other. The new system for the Navy, which will be along the same lines, will cover all non-commissioned personnel of the RN, RM, QARNNS and WRNS.

Officers will continue with their present arrangement under which they receive tax relief to help offset the cost of uniform replacement.

Civilian tour guides for HMS Victory

NELSON'S historic flagship HMS Victory is to have a corps of civilian guides, who will probably be recruited from former members of the Royal Navy, Royal Marines and WRNS.

Employed by MOD, the new guides will take over from Service personnel who now form part of the overall ship's company at Portsmouth.

The present guides serve in the Victory for varying periods. Apart from their guiding task, they have other duties alongside other members of the ship's company and it is anticipated that the new corps will take these over as well.

Naval-style uniform

The decision to have civilian guides follows more than four years of discussion and will allow 16 ratings and RM personnel to return to other duties with the Fleet. The ship's company will retain 17 serving officers, ratings and Royal Marines to carry out the task of running the vessel, both as a commissioned warship and as flagship of CINCPACFLT (Admiral Sir Jeremy Black).

Recruiting for the new guides will probably start this summer for the change to be made in the autumn, and it is thought that about 20 or more people will be required. They will wear naval-style uniform and there will be organisational similarities with the Yeoman Warders at the Tower of London.

Over the past 10 years an average of 350,000 people have visited the Victory annually. With the development of the Naval Base Heritage Area, a charge is now made for visiting the ship.

"It is felt the formation of a dedicated corps will give them better value for money," says the Navy. "It will provide more continuity, with staff being chosen and trained specifically for the job, and will create the opportunity for longer ship opening hours."

Defence Secretary pays tribute to Service medics

IN a message to Service personnel who helped crew ambulances during the recent dispute, Defence Secretary Mr. Tom King said, "I would like to offer my thanks and admiration for the way in which you have responded to the emergency."

"None of us could have predicted when the Services were first deployed back in November that they would eventually have worked over a million hours and answered well over 120,000 accident and emergency calls.

"The public have undoubtedly been impressed by the quiet, good humoured and professional way in which you have gone about providing this vital service."

Mr. King also thanked those

involved in the operation's administrative back-up.

At the peak of the operation more than 200 military ambulances were deployed in 19 counties as well as London and the West Midlands conurbations.

About 1,200 crew members from all three Services were involved, including qualified medical professionals whose daily jobs included working with Servicemen and their families in hospitals, medical centres and field units.



Revisiting his former command HMS Victory on his 100th birthday was Lieut.-Cdr. Douglas Williams, seen here with his sister Marie and the ship's Master at Arms Derek Wild and First Lieutenant, Lieut. Frank Nowosielski (see Page 10).

Facelift for sports grounds at Pompey

FOLLOWING a major review of the Navy's outdoor sports facilities on Portsea Island, it has been decided to sell the sports grounds at Hilsea, Eastney and Victory Stadium and to use the funds generated to upgrade the remaining facilities.

The programme is due to start this October and by March 1993 the following new facilities should be available for use:

Burnaby Road West: Artificial turf surfaces (replacing two hard porous pitches) and upgraded floodlights; spectator stand between these pitches; upgraded No. 2 grass soccer

pitch; improved spectator seating in main athletics grandstand; electronic scoreboard for athletics track; floodlights for No. 1 grass rugby pitch.

Burnaby Road (United Services Ground): Parking for 50 cars; five resurfaced outdoor tennis courts; improved changing rooms; new cricket scoreboard building; refurbished

grandstand; modern cricket mobile cover.

Clarence and Governor's Green Sports Grounds: Upgraded playing surface; new changing room building.

HMS Nelson (Whale Island): Artificial turf pitch on lower sports ground; new changing room pavilion; new grass cricket table with synthetic wicket alongside.

Portsmouth Naval Base: Artificial turf pitch with floodlights at North Corner site; parking for 90 cars alongside pitch; new Naafi building alongside pitch.

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days. The hardware is in place and the system should be running shortly.

Approval has also been given for purchase of 50 radio pagers for use of duty personnel in ships. This should allow more freedom for key officers and senior ratings to be on-call at short notice, either at home or in town, rather than be closed up on board.

Other new apparatus will include filter equipment which allows non-relevant messages on general broadcast to be filtered out automatically, so reducing workload and tedium for Communicators at sea.

The hire cars facility results from money being set aside for hire of commercial self-drive vehicles in Portsmouth and Devonport for use of ships alongside. This will alleviate problems caused by shortage of official transport, tilleys and Minis, which can complicate the lives of those in ships, especially during maintenance periods. Details of how the scheme will operate are still being decided.

There is also now provision

of funds in the Long Term Costings for an extensive contract for cleaning and ship husbandry in all Type 23 frigates, regarded as essential in view of size of ship's company in these ships.

'Quickbuild'

Last year money was found to start contracts for cleaning and painting of ships and submarines in operational time, and funding has now been approved to continue these contract arrangements through the

Long Term Costings 10-year period.

Meanwhile, for HMS Neptune there is to be a "quick-build" sports hall which should be a going concern by early next year. Known as a standardised assembly sports hall (SASH), this type of facility can be built much quicker than a conventional gymnasium, although it has most of the facilities to be found in a gym.

Details of sports ground improvements at Portsmouth are contained in the story above left.